

Summary of Red Line FEIS Volume 2 Plate Series

Volume 2 includes an Environmental Plate Series and Preferred Alternative Plans and Profiles. The Environmental Plate Series maps are sequential and run from west to east, starting at the Centers for Medicare & Medicaid Services (CMS) and ending at the Bayview MARC station. Existing and proposed features are organized into six groups and presented in six plate series as outlined below. All of the Environmental Plate Series utilize Microsoft Bing's aerial imagery service as the orthophoto base. Additionally, all depict the proposed alignment, limits of disturbance, and existing transit in the project corridor. The Plans and Profiles follow the six Environmental Plate Series, and are described below.

Plate Series 1: Community Facilities and Property Impacts – This map series is presented at a scale of 1 in = 200 ft and is 28 plates in coverage. Features depicted in this series include community resources (cemeteries, fire stations, police stations, libraries, places of worship, schools, neighborhoods, medical facilities, parks/recreations facilities) and property impacts (acquisitions, permanent easements, temporary easements).

Data Source(s): Baltimore City (2011/2012), Baltimore County (2011/2012), Neighborhoods Technical Report (MTA 2012), Pedestrian and Bicycle Facilities Analysis Technical Memorandum (MTA 2012), Property Acquisitions and Displacements Technical Memorandum (MTA 2012)

Plate Series 2: Natural Resources – This map series is presented at a scale of 1 in = 200 ft and is 28 plates in coverage. Features depicted in this series include water quality and biological sampling stations, specimen trees, wetlands, streams, hedgerows, forest stands, critical area, and 100-yr floodplains. In addition, proposed Traction Power Sub Stations and Central Instrument Houses are shown for reference.

Data Source(s): Maryland Department of Natural Resources (2011), FEMA (2012), Natural Resources Technical Report (MTA 2012)

Plate Series 3: Section 106 Built Historic Properties – This map series is presented at a scale of 1 in = 400 ft and is 14 plates in coverage. Features depicted in this series include the area of potential effects, properties that are listed in or eligible for listing in the National Register of Historic Places, and National Historic Landmarks. The Maryland Historical Trust has established and/or concurred with historic property boundaries depicted in this series. In addition, proposed Traction Power Sub Stations and Central Instrument Houses are shown for reference.

Data Source(s): Maryland Historical Trust (2011/2012), Baltimore City (2011/2012), Baltimore County (2011/2012), Section 106 Assessment of Effects for Built Historic Properties (MTA 2012)

Plate Series 4: Archeology – This map series is presented at a scale of 1 in = 400 ft and is 14 plates in coverage. Features depicted in this series include archaeological sensitivity areas, historic districts, and ownership breakdown. In addition, proposed Traction Power Sub Stations and Central Instrument Houses are shown for reference.

Data Source(s): Maryland Historical Trust (2011/2012), Baltimore City (2011/2012), Baltimore County (2011/2012), Archeological Resources Technical Memorandum (MTA 2012)

Plate Series 5: Air Quality, Noise, Vibration and Hazardous Materials – This map series is presented at a scale of 1 in = 200 ft and is 28 plates in coverage. Features depicted in this series include air quality analysis sites, noise and vibration monitoring sites, hazmat sites of concern, and hazmat environmental sampling locations. In addition, proposed Traction Power Sub Stations and Central Instrument Houses are shown for reference.

Data Source(s): Air Quality Technical Report (MTA 2012), Noise and Vibration Technical Report (MTA 2012), Preliminary Hazardous Materials Screening Assessment Report (MTA 2012)

Plate Series 6: Stormwater Management – This map series is presented at a scale of 1 in = 200 ft and is 28 plates in coverage. Features depicted in this series include points of investigation, proposed surface environmental site designs (ESD), and proposed underground vaults. In addition, proposed Traction Power Sub Stations and Central Instrument Houses are shown for reference.

Plans and Profiles – This series of 32 sheets (each with a Plan and corresponding Profile) is presented at scales as noted. The Preferred Alternative is depicted with the specific geographic location noted in the title block of each sheet. Station locations, parking facilities, the Operations and Maintenance Facility (OMF) and other elements of the Preferred Alternative are shown in their proposed proximity to existing features along the entire alignment. Street and roadway names are also included on each sheet for ease of orientation.

Plate Series 1 - Community Facilities and Property Impacts



Plate Series 1 - Community Facilities and Property Impacts

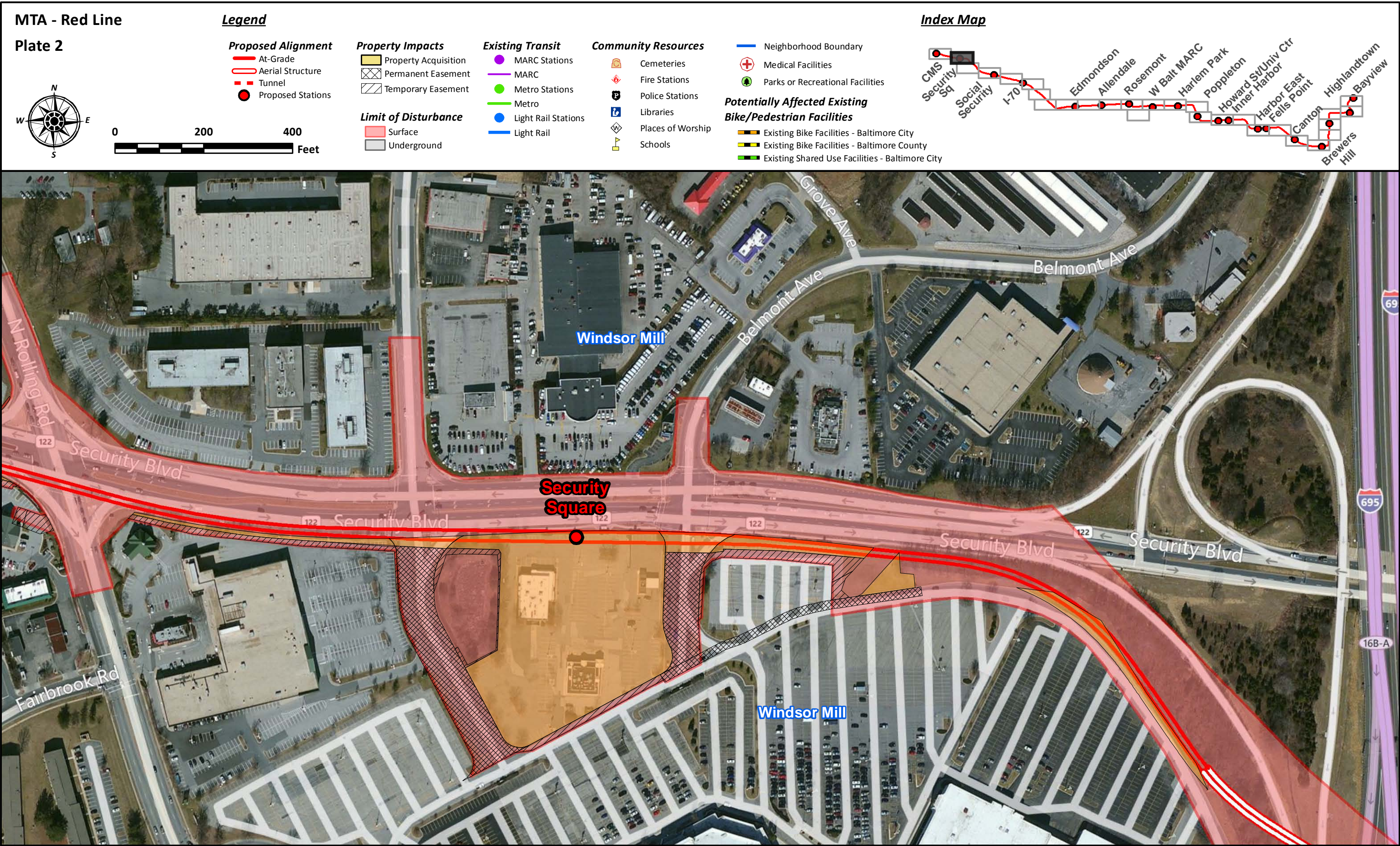
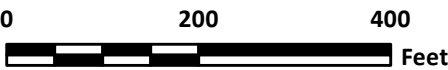
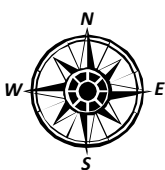


Plate Series 1 - Community Facilities and Property Impacts

MTA - Red Line

Plate 3



Legend

- Proposed Alignment**
- At-Grade
 - Aerial Structure
 - Tunnel
 - Proposed Stations

- Property Impacts**
- Property Acquisition
 - Permanent Easement
 - Temporary Easement

- Limit of Disturbance**
- Surface
 - Underground

- Existing Transit**
- MARC Stations
 - MARC
 - Metro Stations
 - Metro
 - Light Rail Stations
 - Light Rail

- Community Resources**
- Cemeteries
 - Fire Stations
 - Police Stations
 - Libraries
 - Places of Worship
 - Schools

- Neighborhood Boundary
- Medical Facilities
- Parks or Recreational Facilities

Potentially Affected Existing Bike/Pedestrian Facilities

- Existing Bike Facilities - Baltimore City
- Existing Bike Facilities - Baltimore County
- Existing Shared Use Facilities - Baltimore City

Index Map

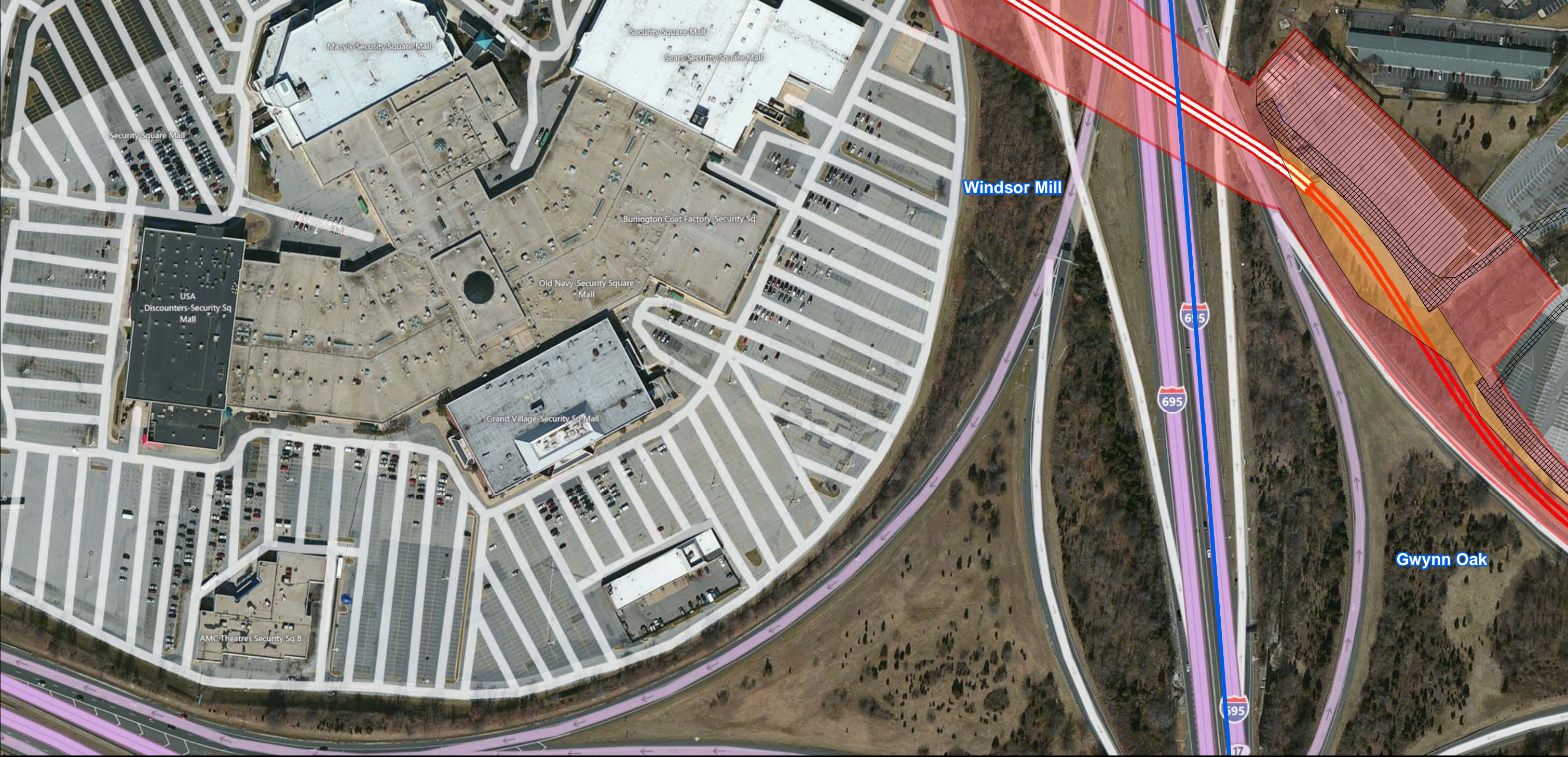
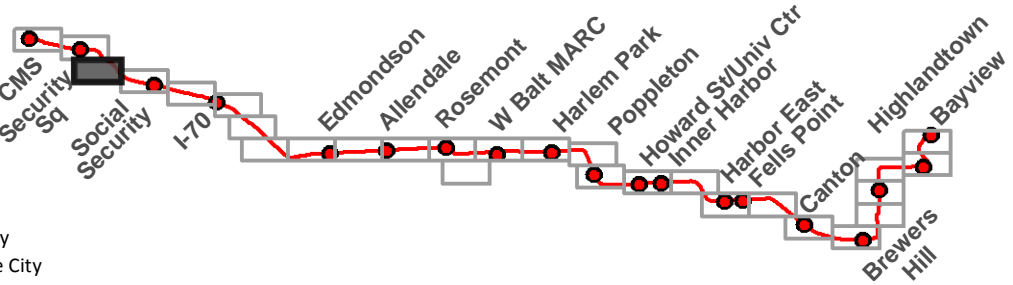


Plate Series 1 - Community Facilities and Property Impacts

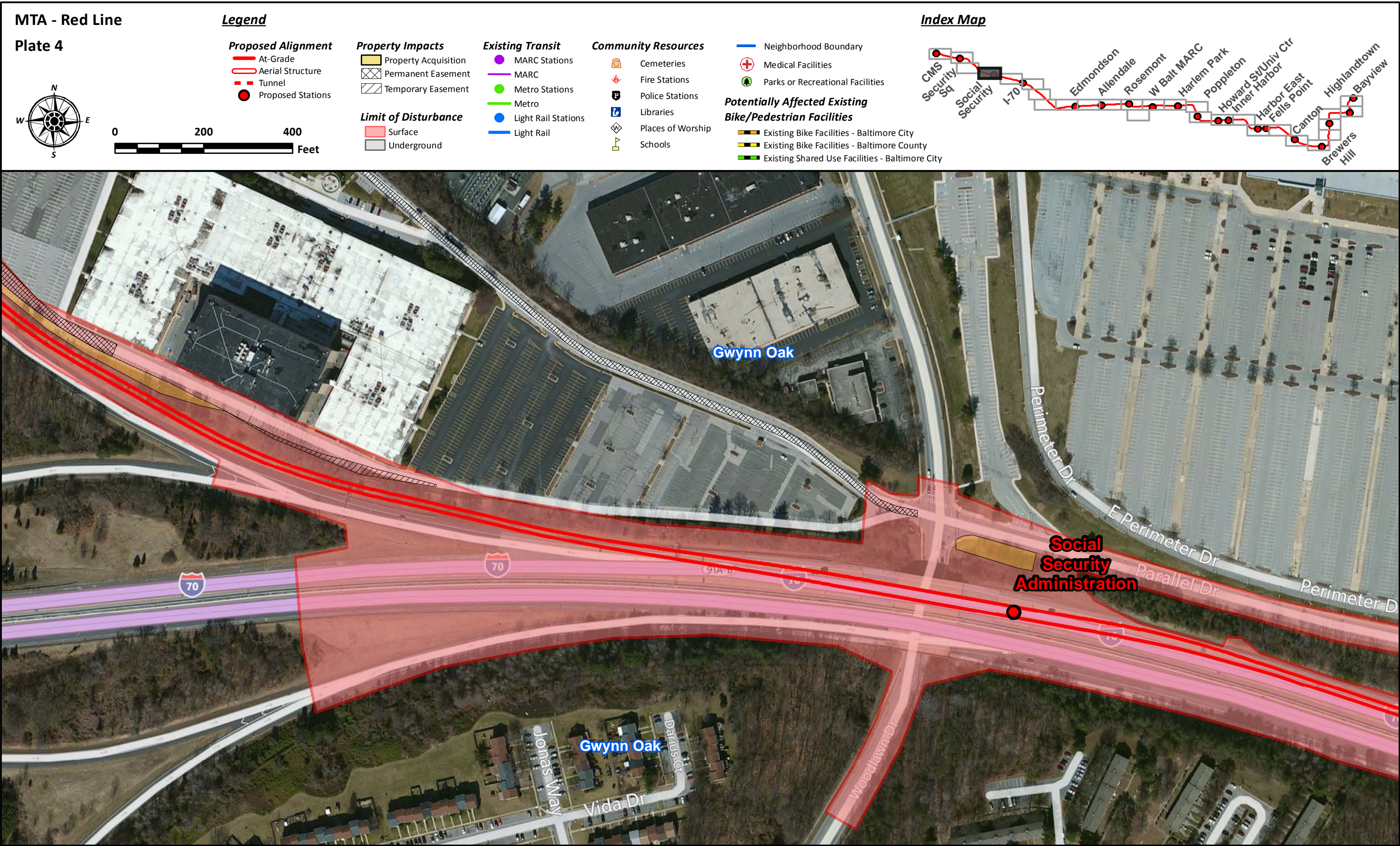


Plate Series 1 - Community Facilities and Property Impacts

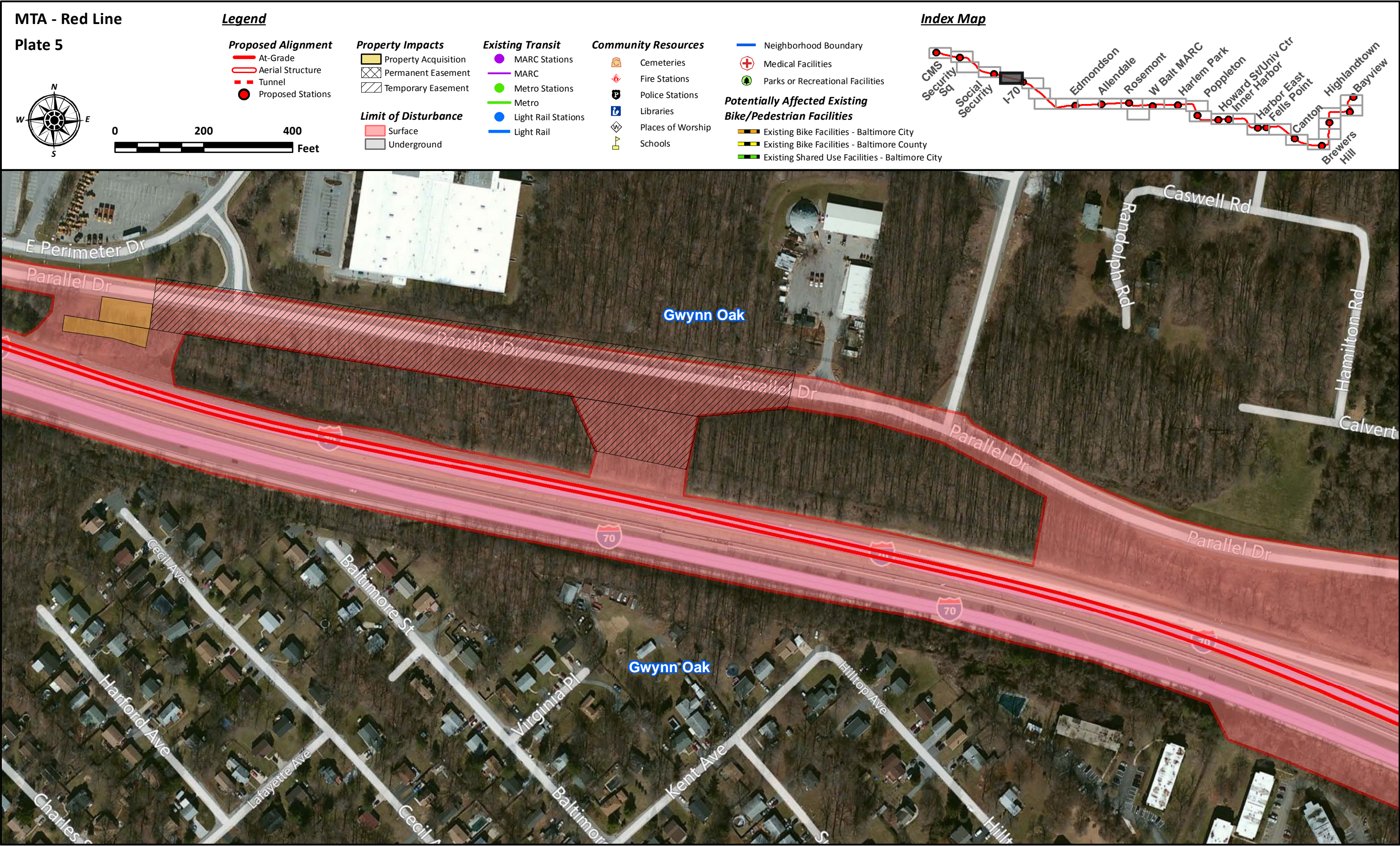


Plate Series 1 - Community Facilities and Property Impacts

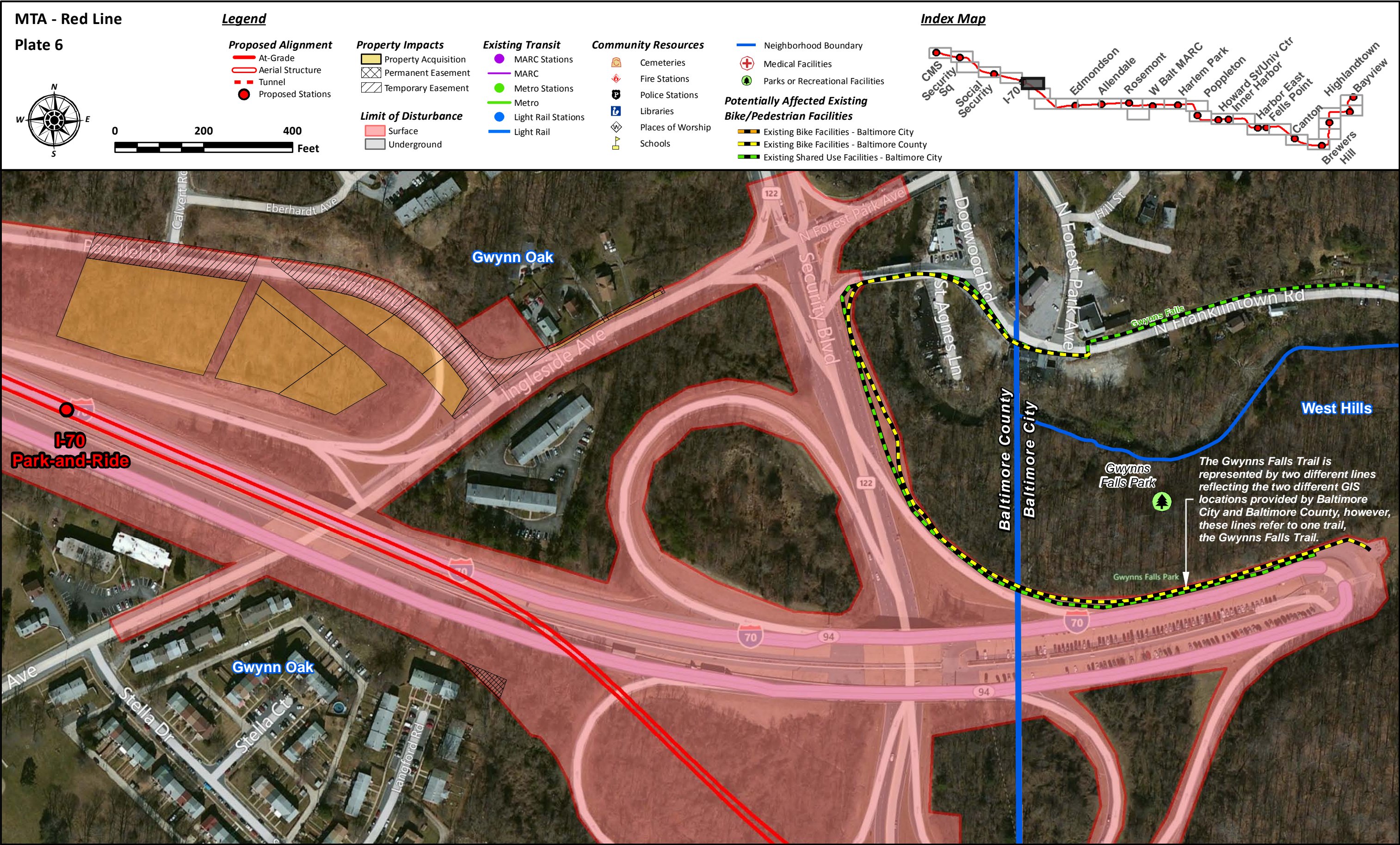


Plate Series 1 - Community Facilities and Property Impacts

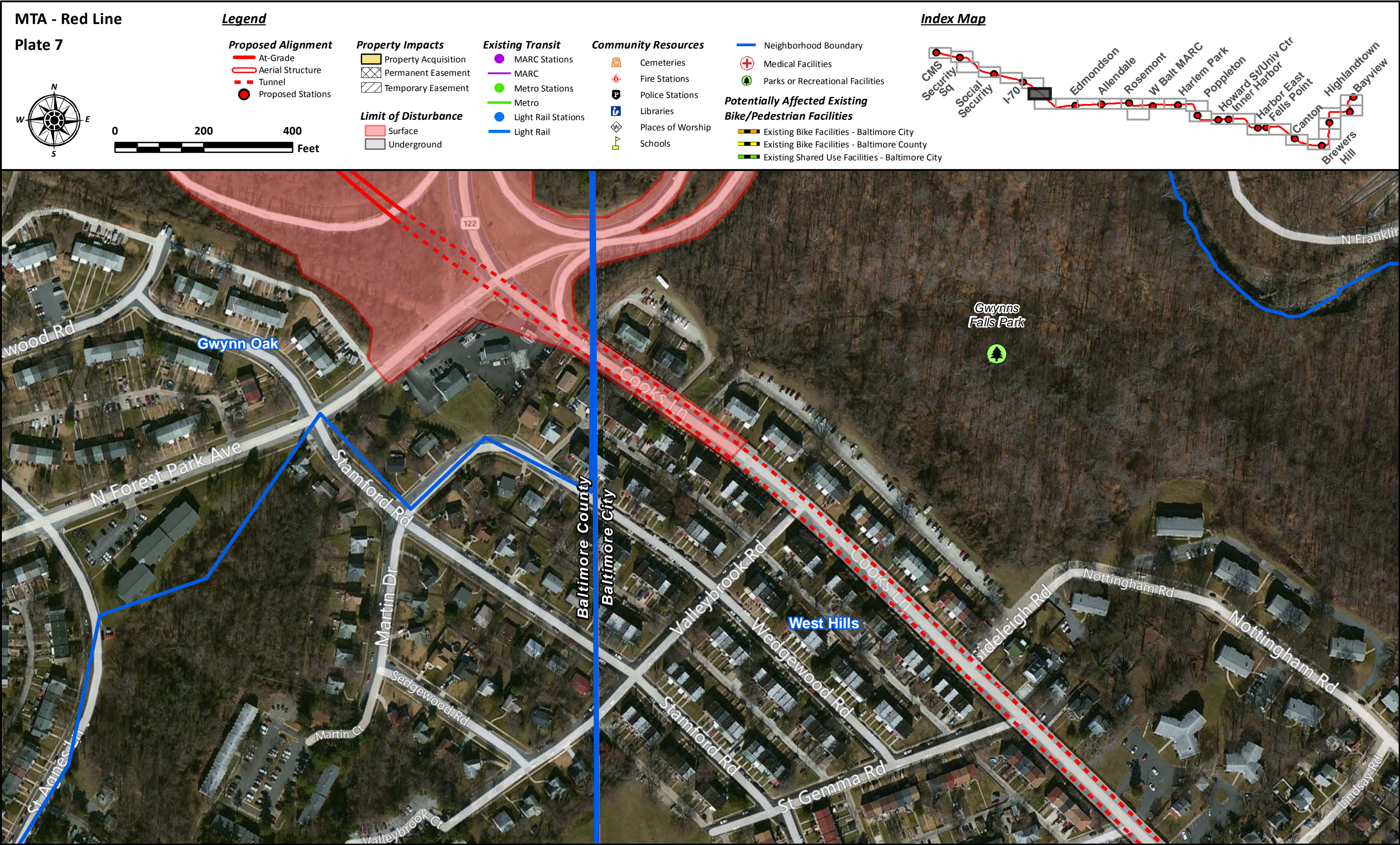


Plate Series 1 - Community Facilities and Property Impacts



Plate Series 1 - Community Facilities and Property Impacts

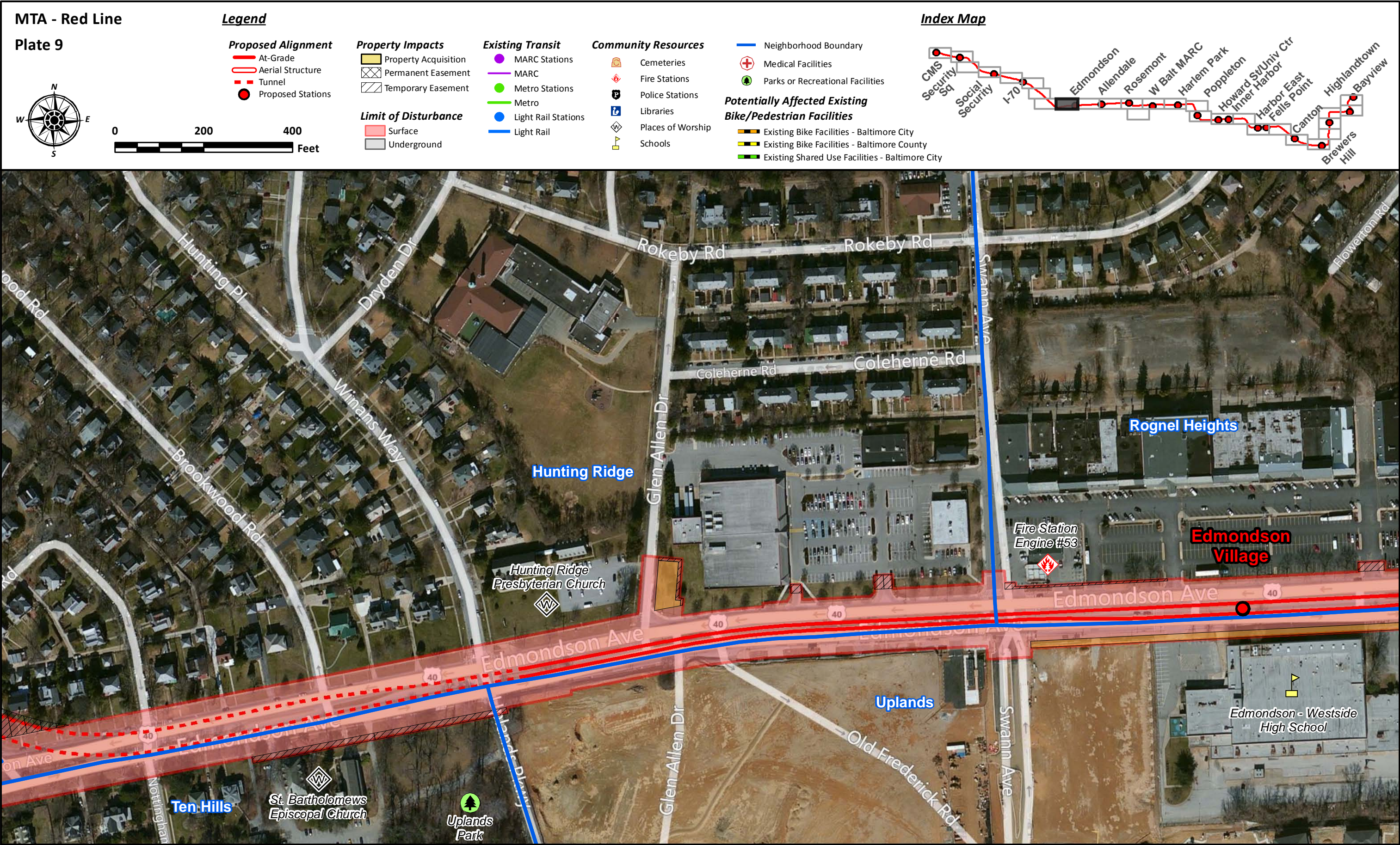


Plate Series 1 - Community Facilities and Property Impacts



Plate Series 1 - Community Facilities and Property Impacts

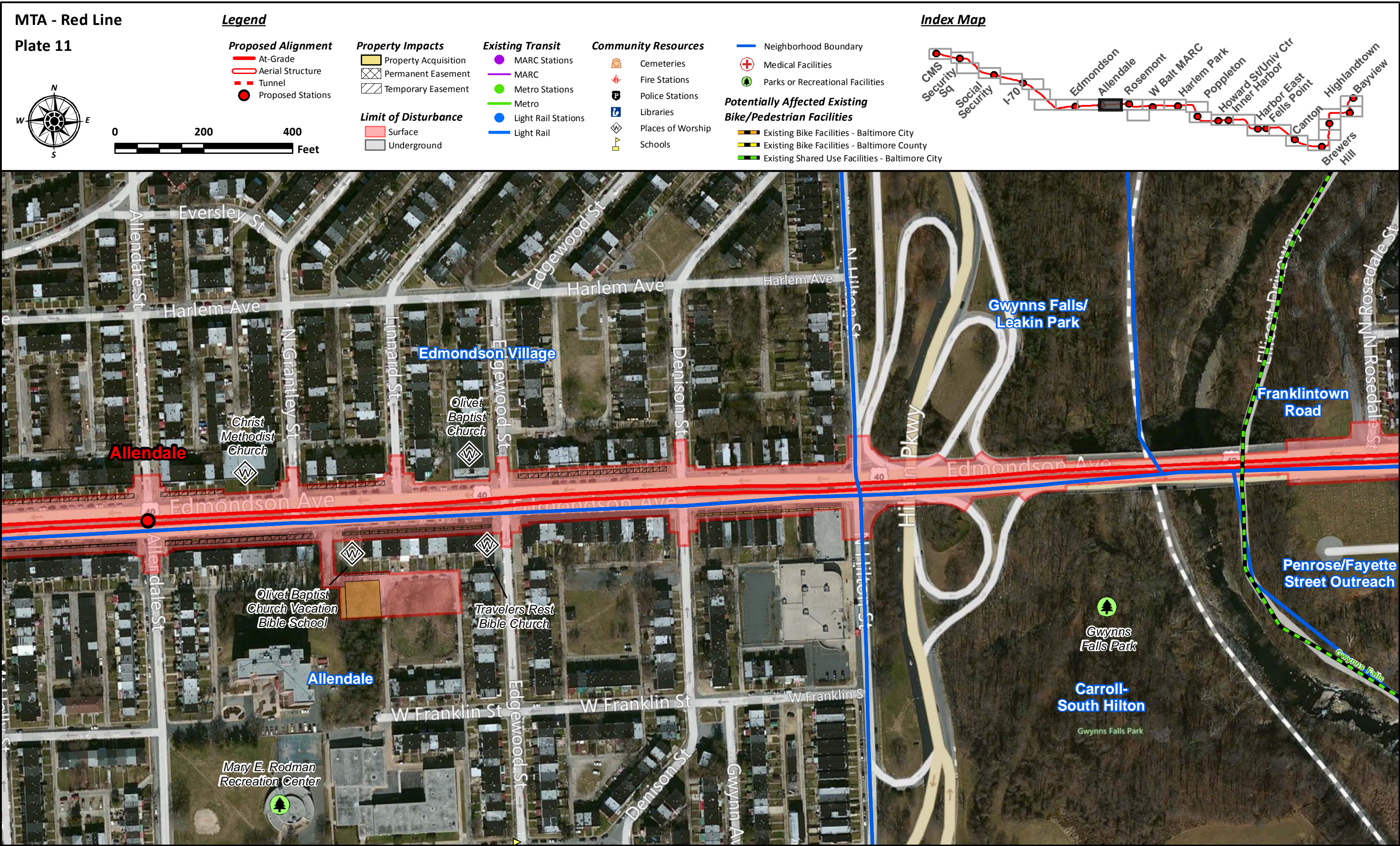


Plate Series 1 - Community Facilities and Property Impacts

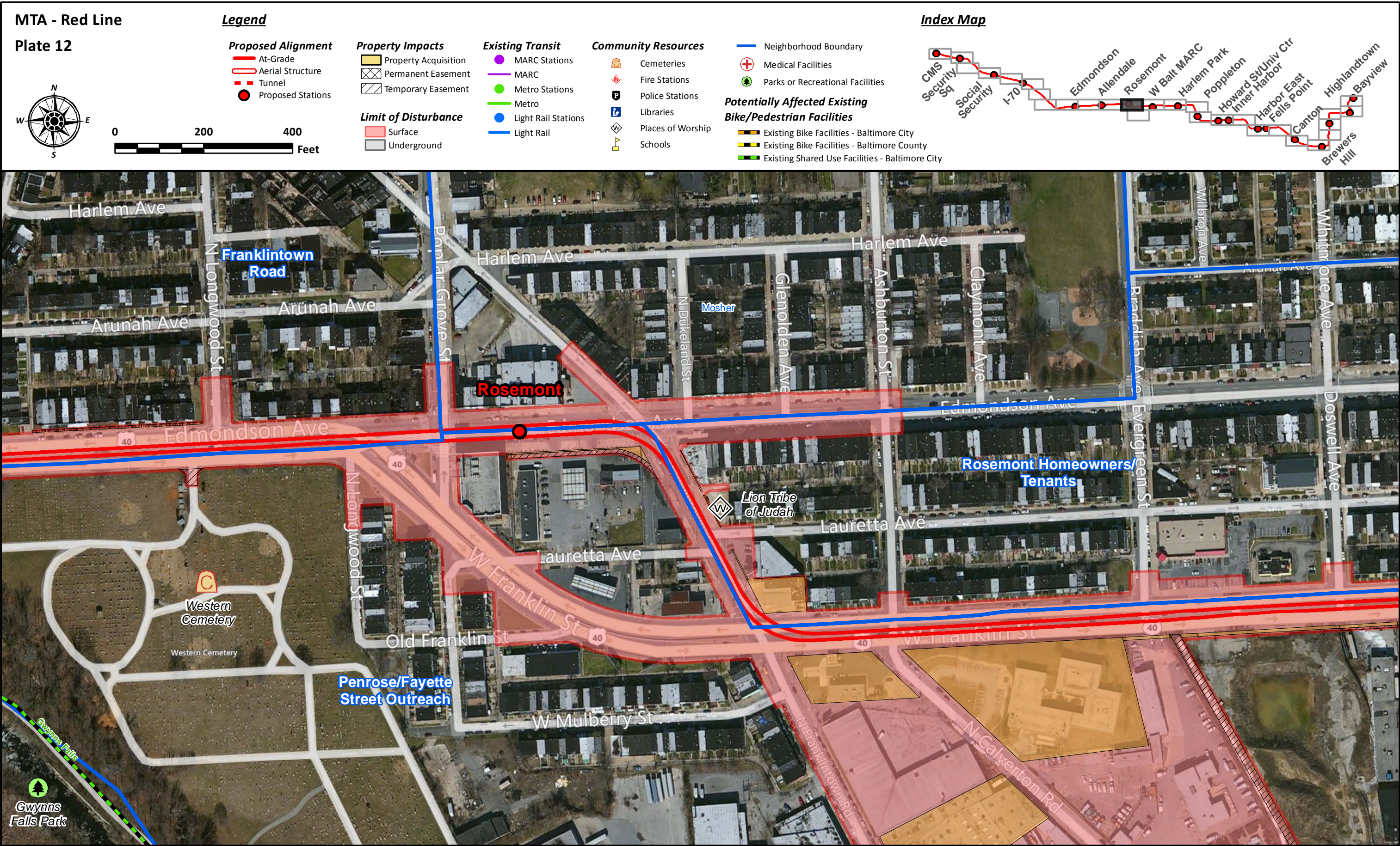


Plate Series 1 - Community Facilities and Property Impacts

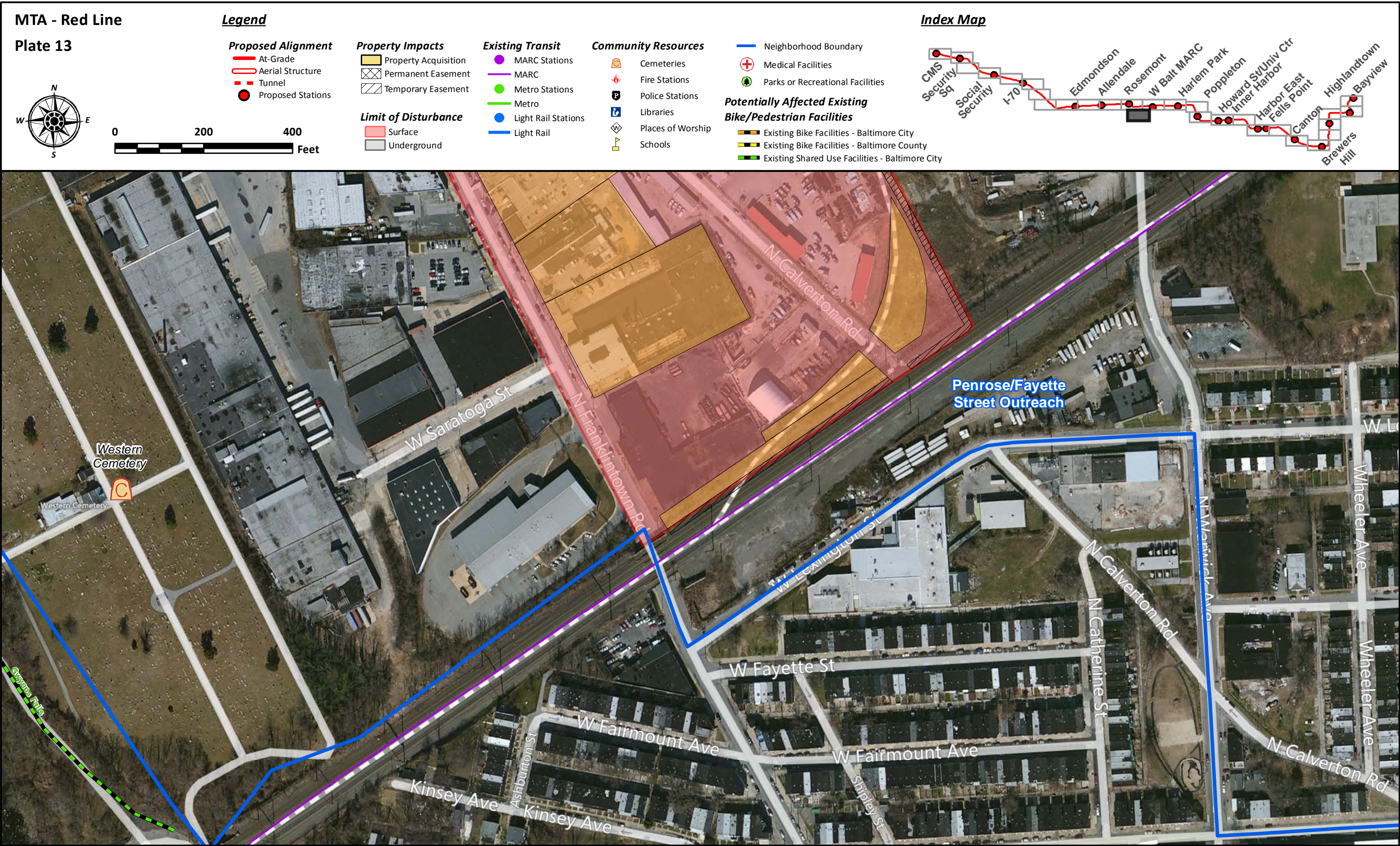


Plate Series 1 - Community Facilities and Property Impacts

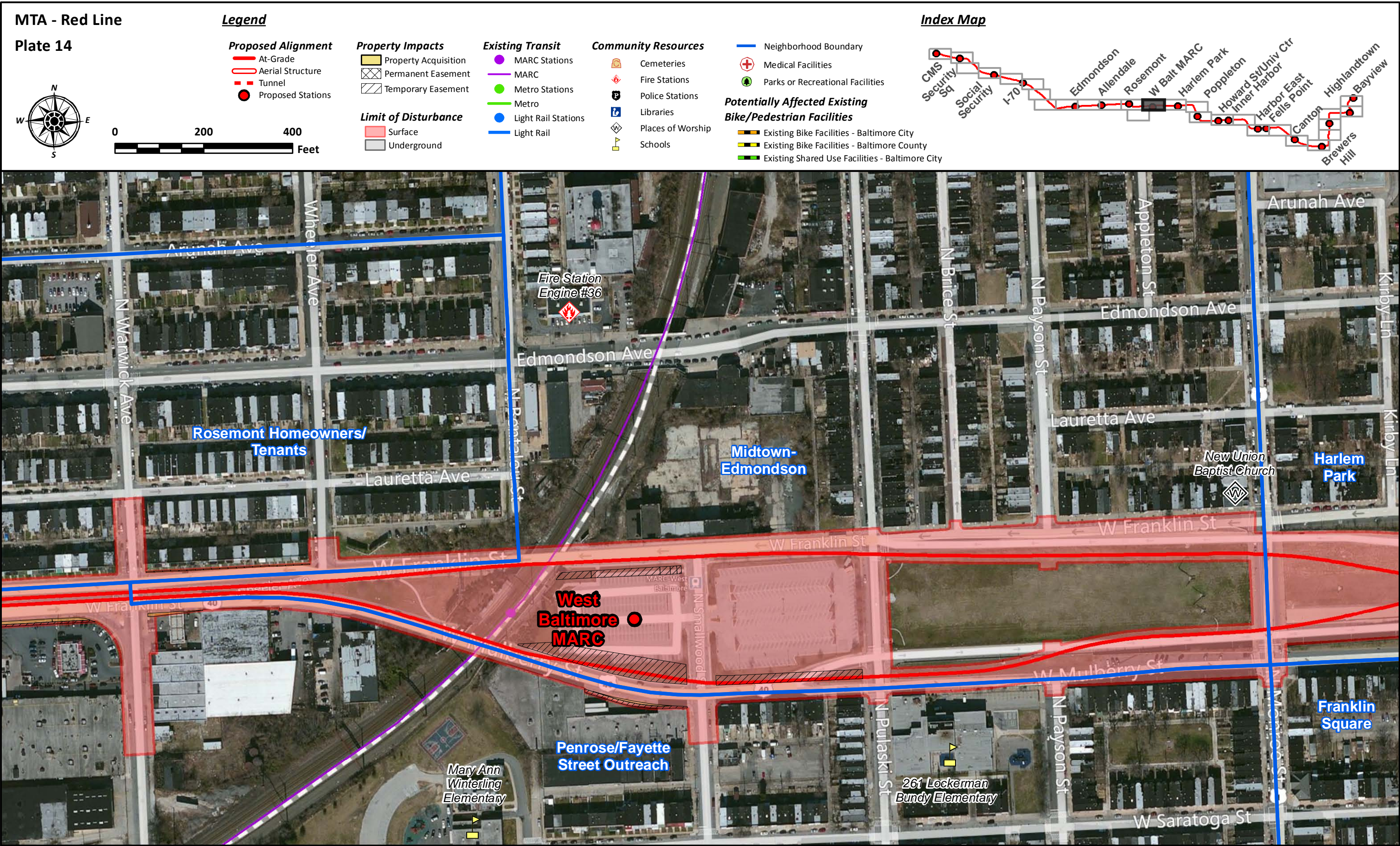


Plate Series 1 - Community Facilities and Property Impacts



Plate Series 1 - Community Facilities and Property Impacts

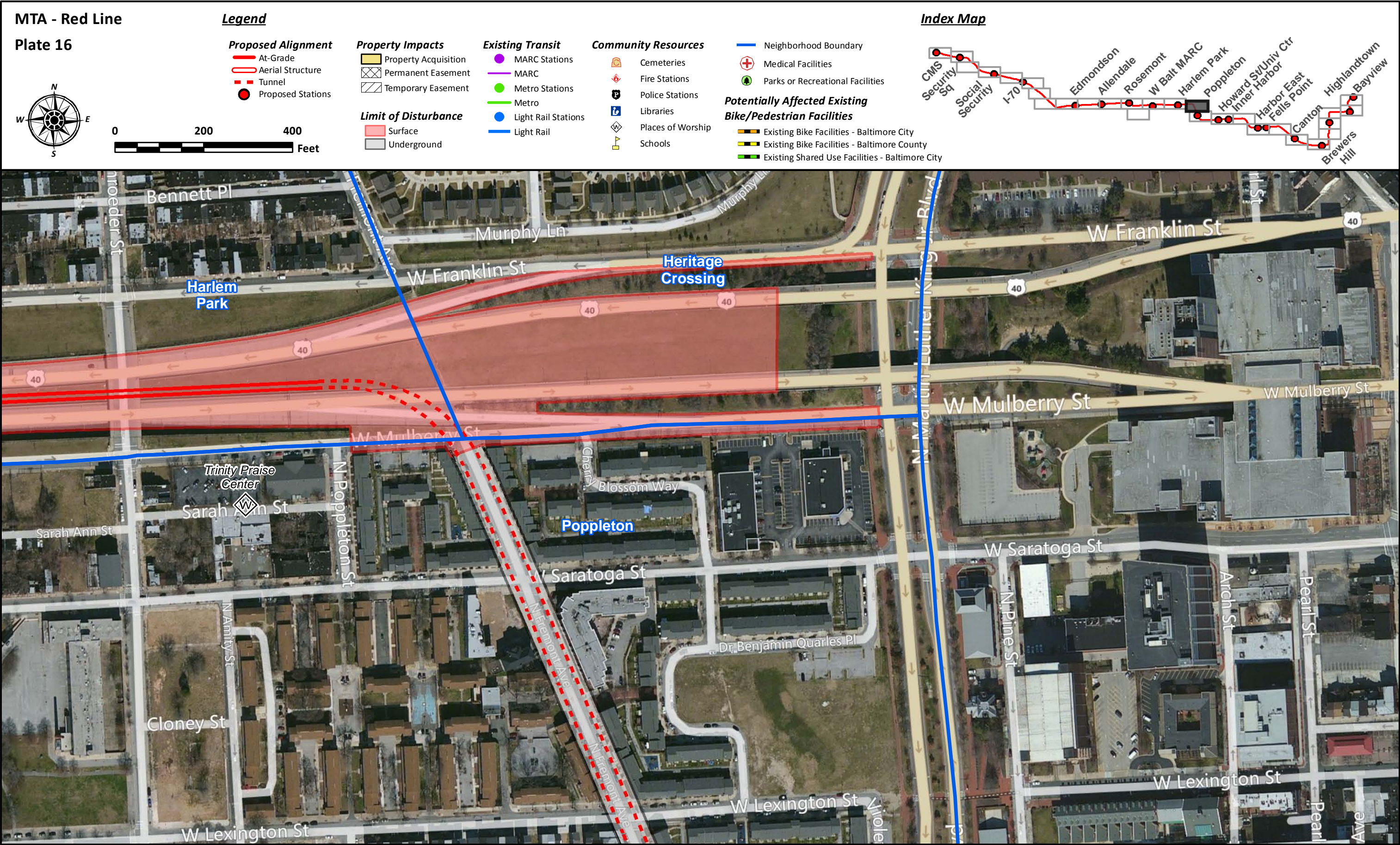


Plate Series 1 - Community Facilities and Property Impacts

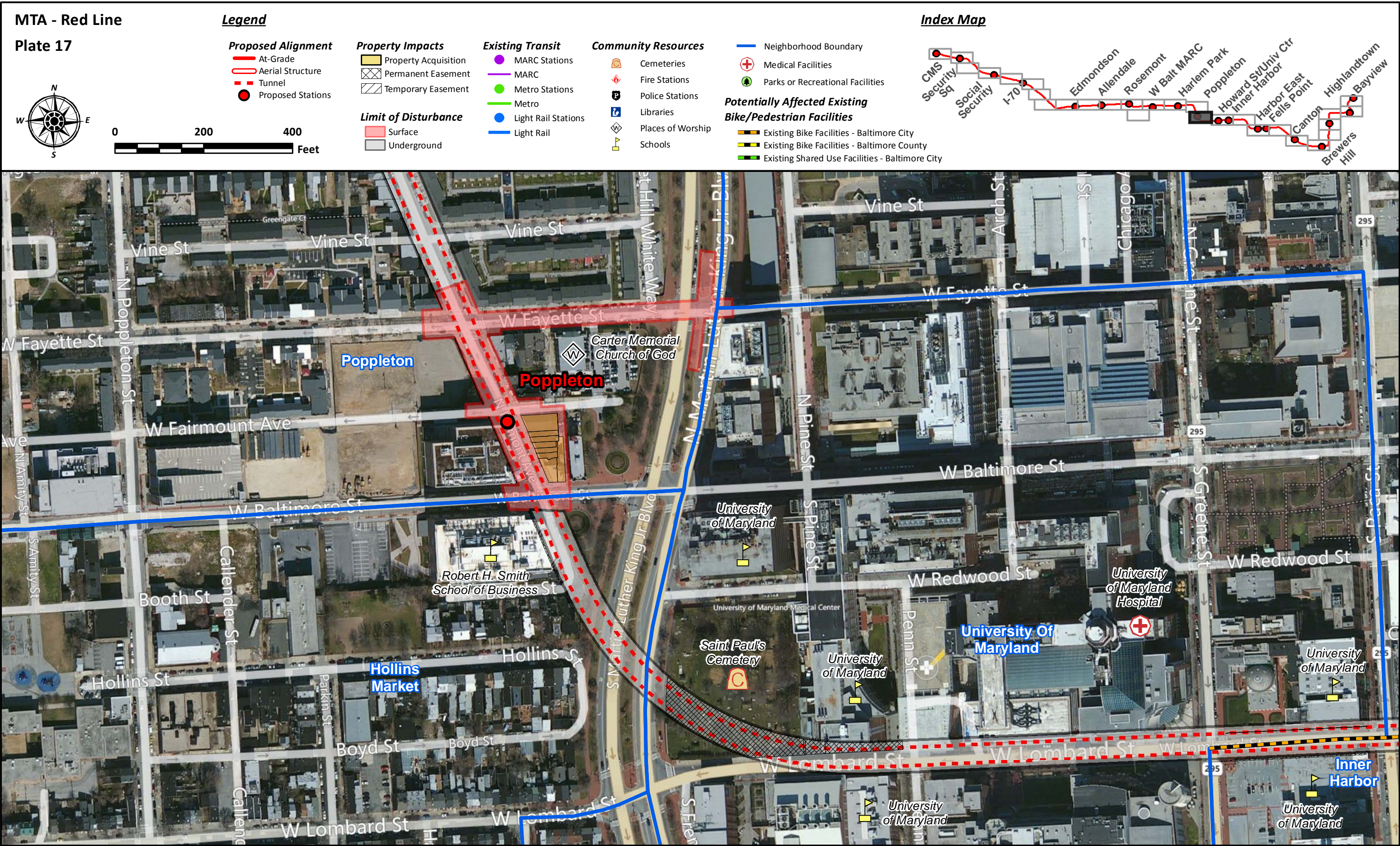


Plate Series 1 - Community Facilities and Property Impacts

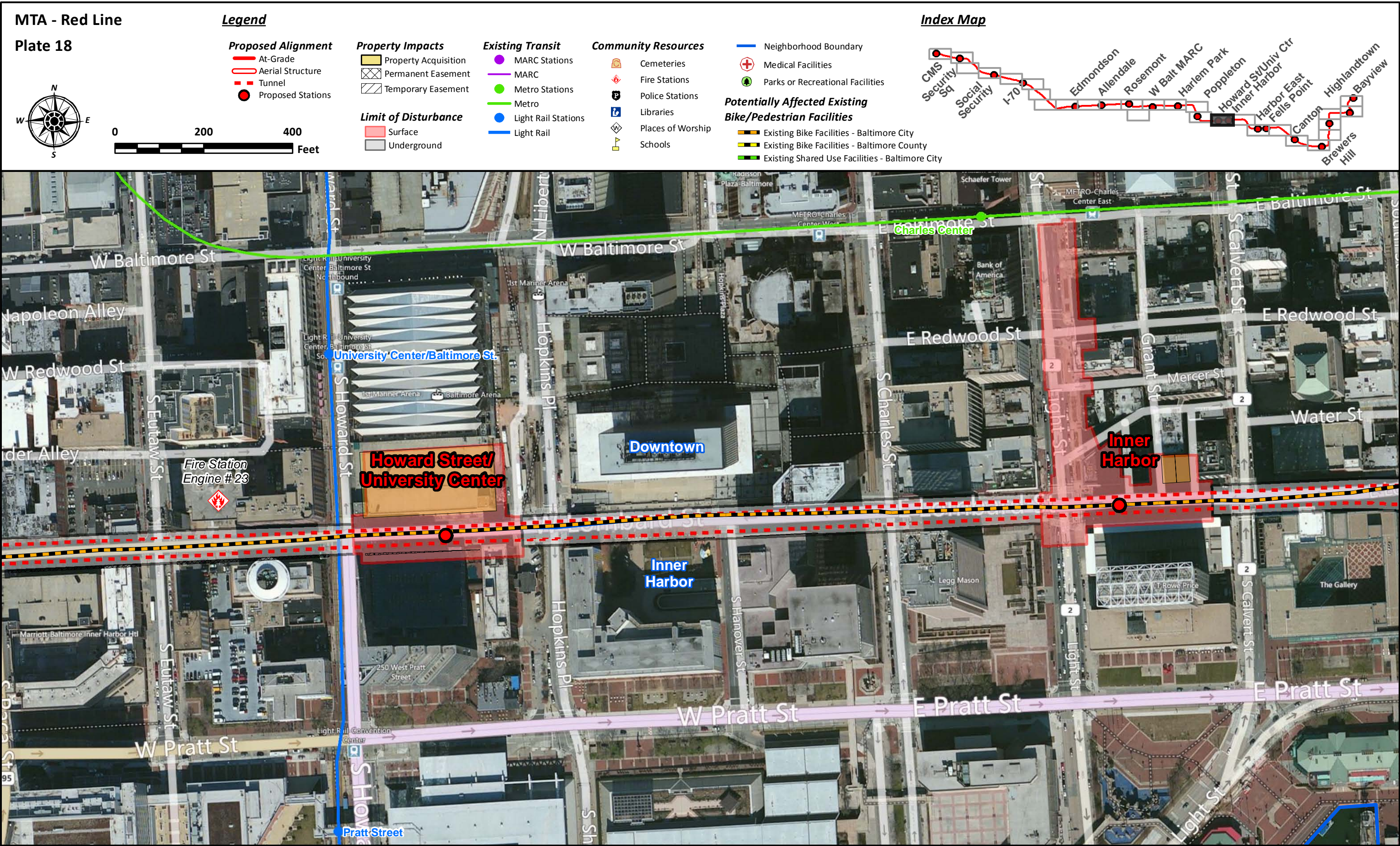


Plate Series 1 - Community Facilities and Property Impacts

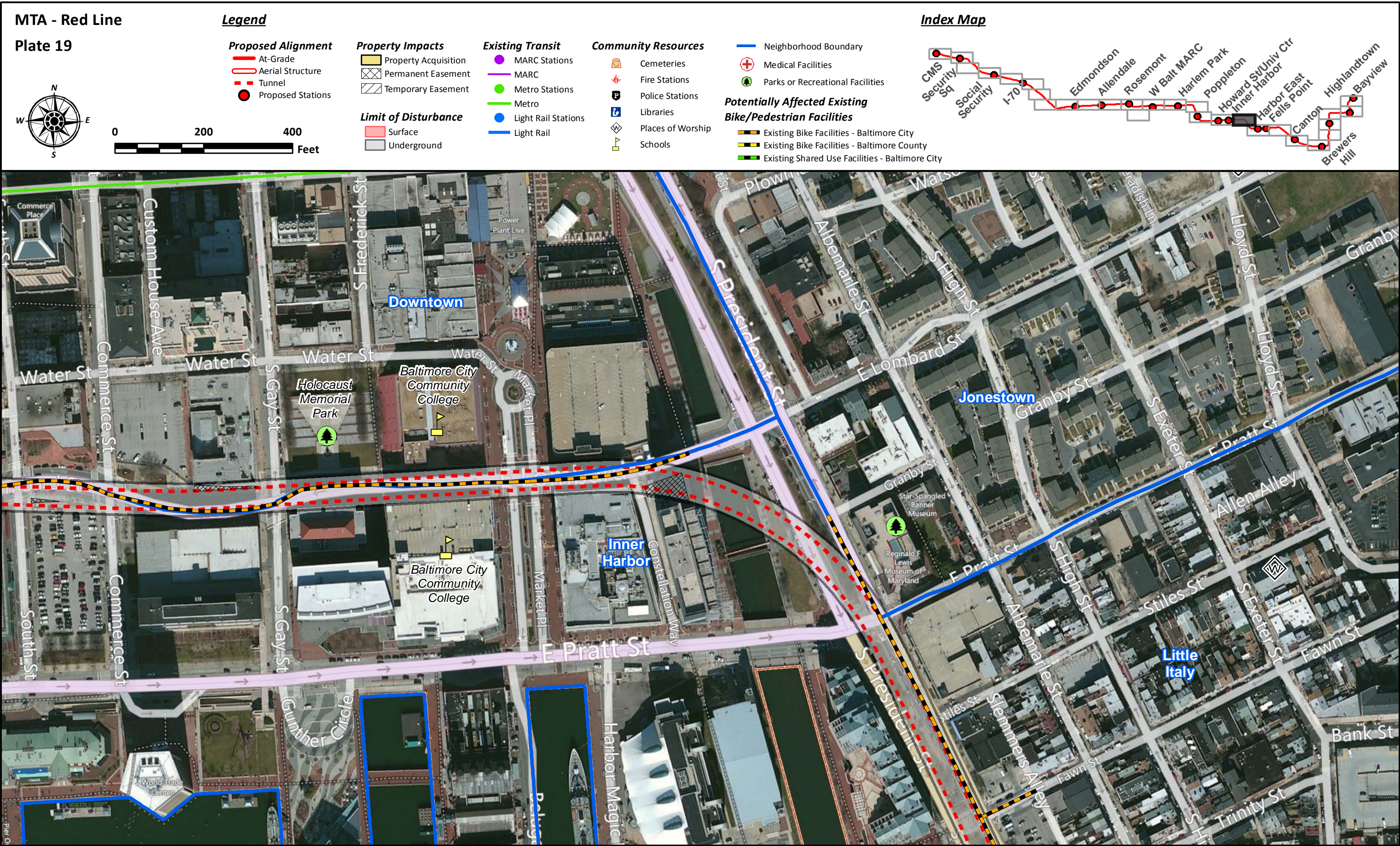


Plate Series 1 - Community Facilities and Property Impacts



Plate Series 1 - Community Facilities and Property Impacts



Plate Series 1 - Community Facilities and Property Impacts



Plate Series 1 - Community Facilities and Property Impacts

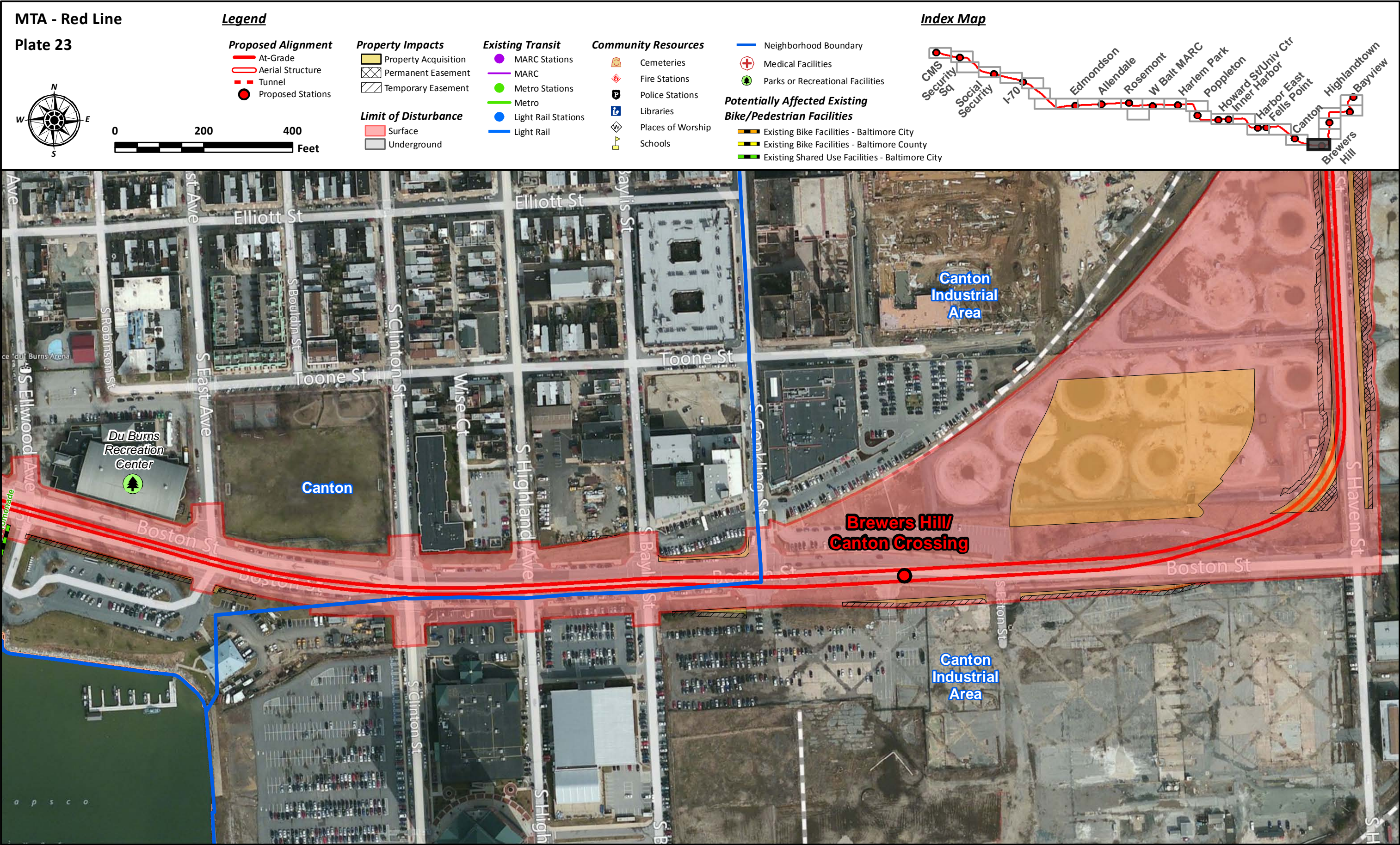


Plate Series 1 - Community Facilities and Property Impacts

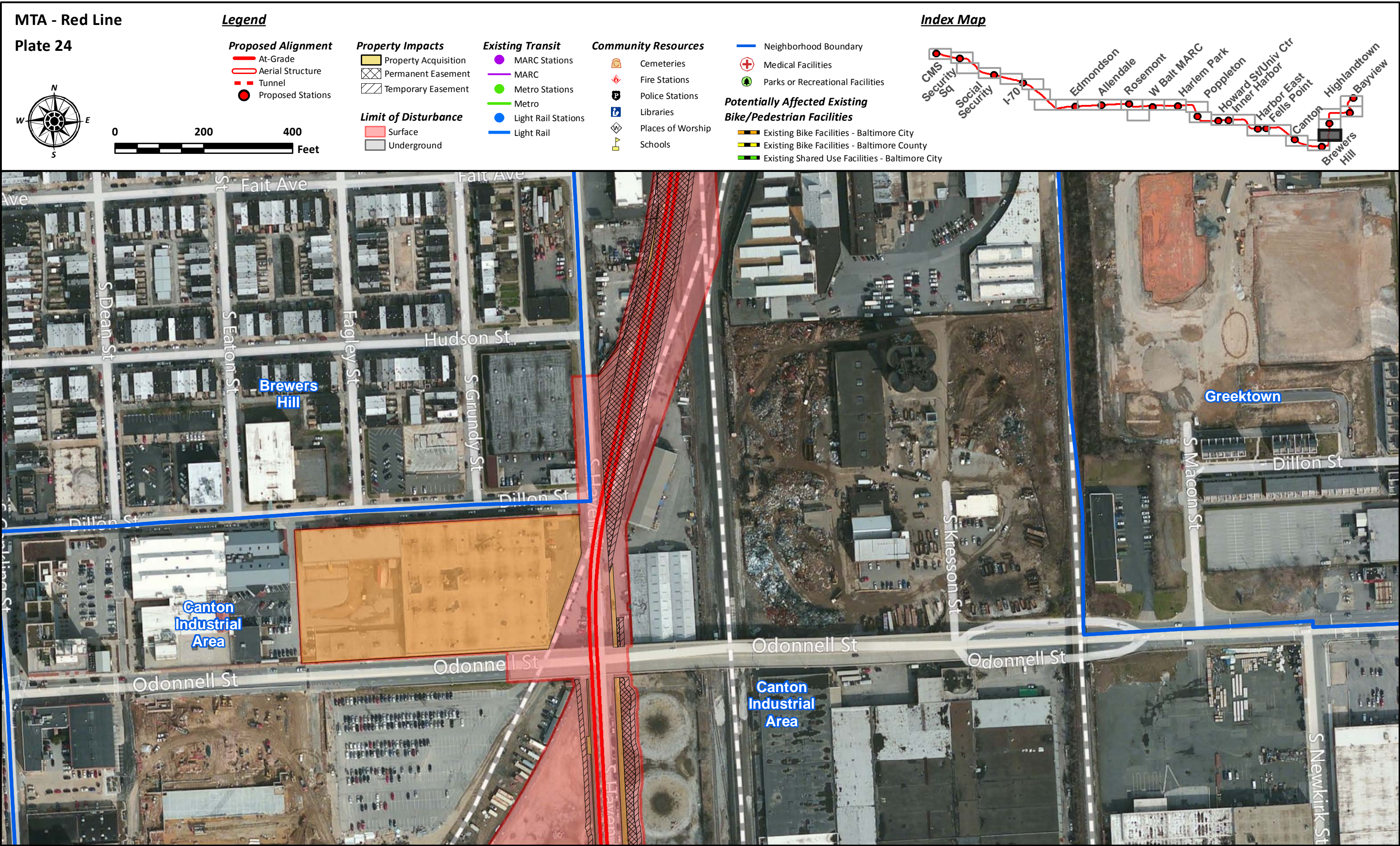


Plate Series 1 - Community Facilities and Property Impacts

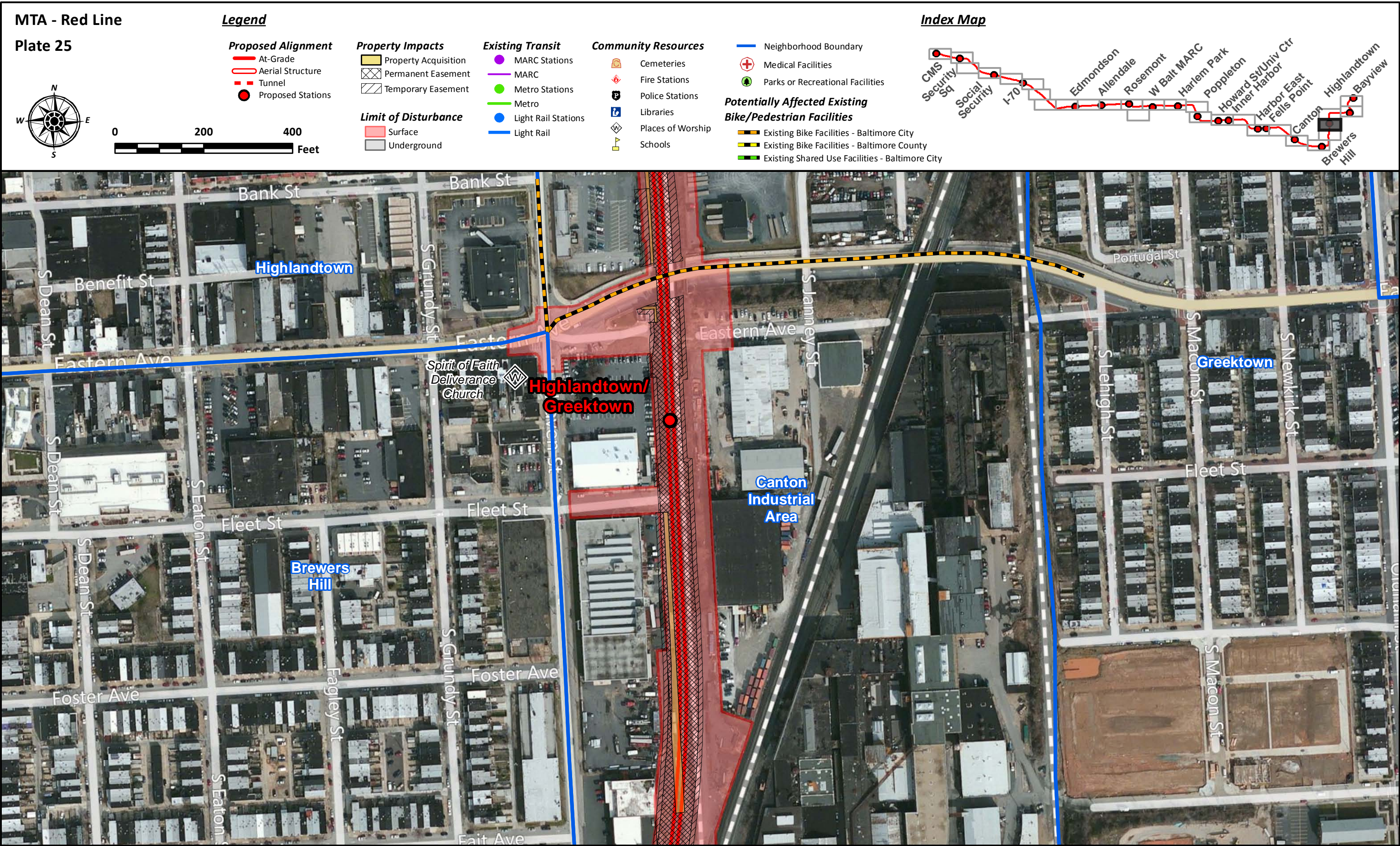


Plate Series 1 - Community Facilities and Property Impacts

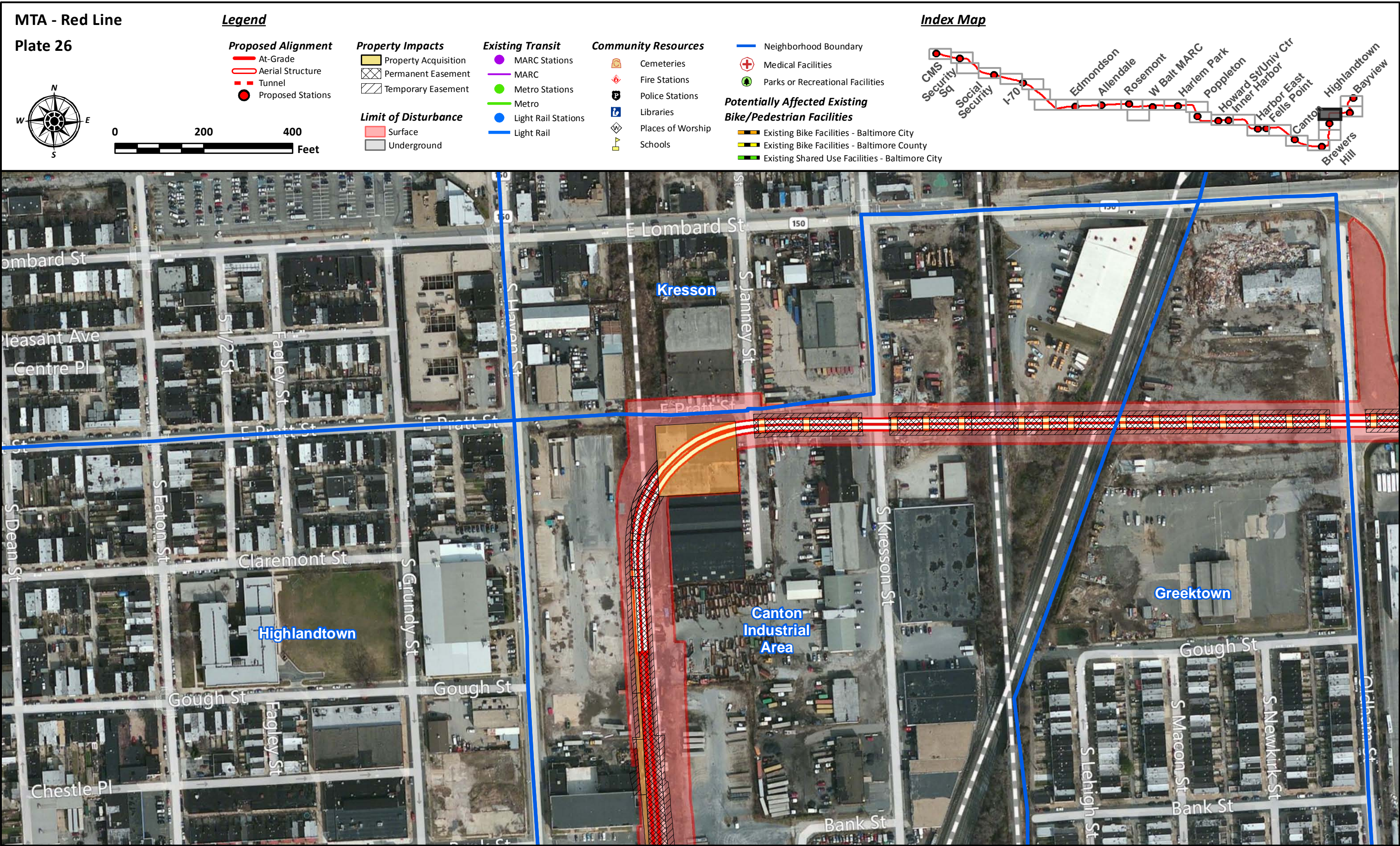


Plate Series 1 - Community Facilities and Property Impacts

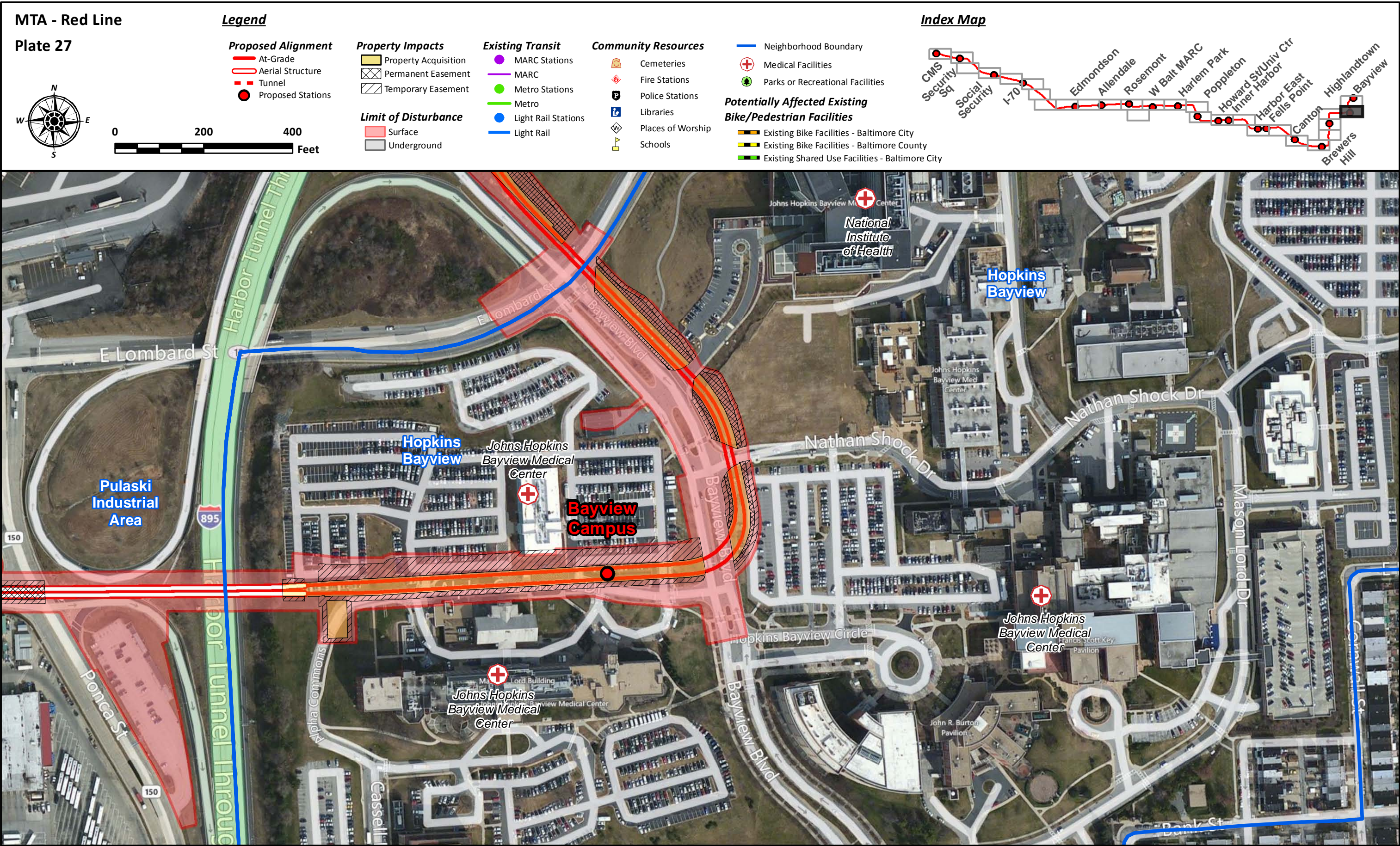


Plate Series 1 - Community Facilities and Property Impacts

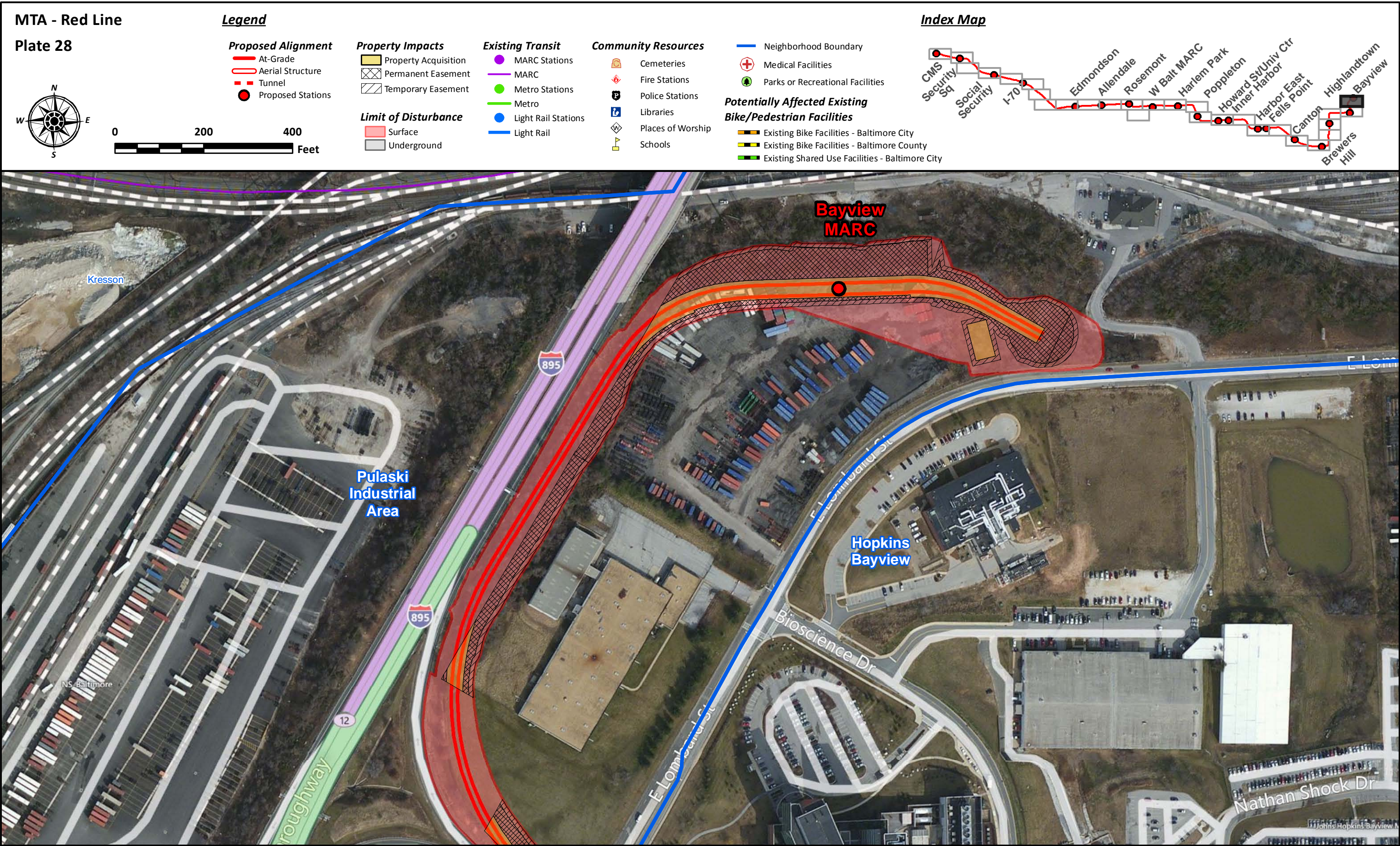
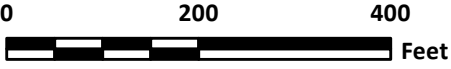
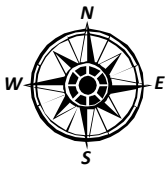


Plate Series 2 - Natural Resources

MTA - Red Line

Plate 1



Legend

Proposed Alignment

- At-Grade
- Aerial Structure
- Tunnel
- Proposed Stations

Limit of Disturbance

- Surface
- Underground

Existing Transit

- MARC Stations
- MARC
- Metro Stations
- Metro
- Light Rail Stations
- Light Rail

Natural Environment

- Biological and/or Water Quality Sampling Stations
- Specimen Trees (>= 30" Dia)
- Wetlands
- Ephemerals
- Streams (R3 & R4 Only)
- Hedgerows
- Forest Stands
- Critical Area (MDNR)
- 100-yr Floodplain (FEMA 2012)

Preliminary Engineering Design

- Traction Power Sub Station
- Central Instrument House

Index Map



Note: Some forest stands extend beyond their delineated boundaries outside of the project study corridor.

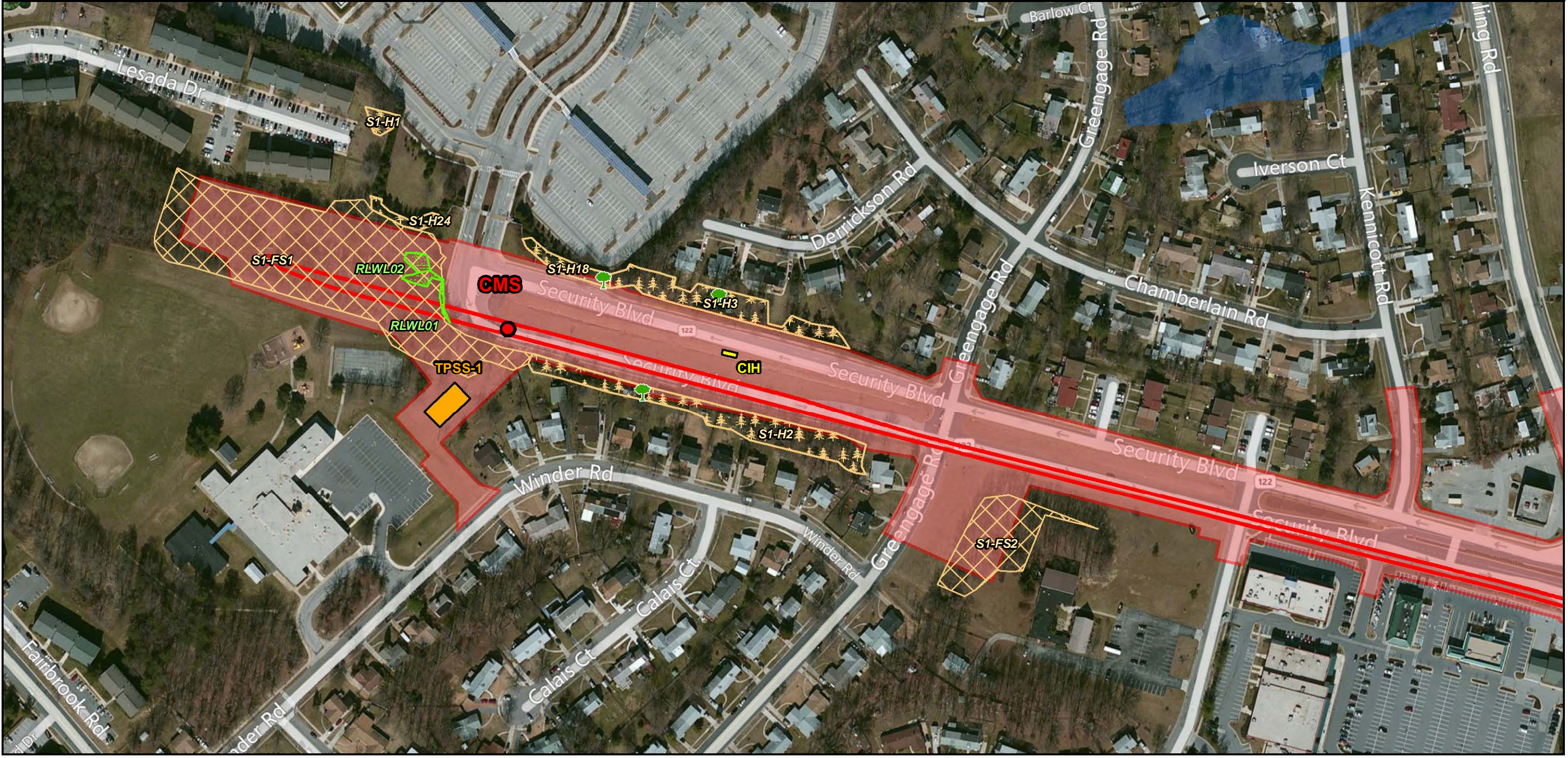


Plate Series 2 - Natural Resources

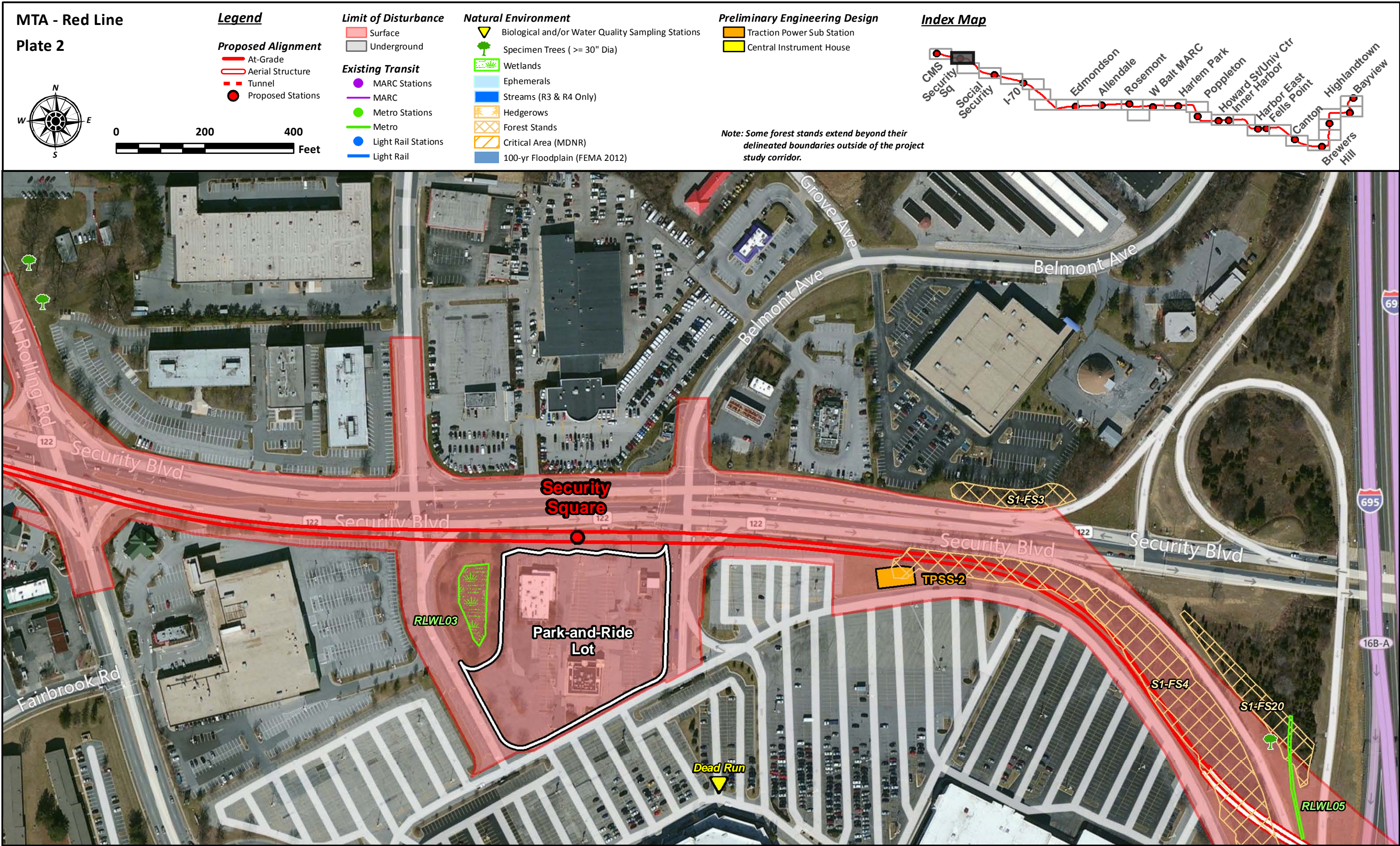
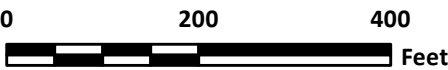
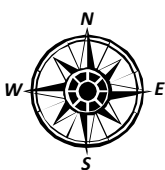


Plate Series 2 - Natural Resources

MTA - Red Line

Plate 3



Legend

Proposed Alignment

- At-Grade
- Aerial Structure
- Tunnel
- Proposed Stations

Limit of Disturbance

- Surface
- Underground

Existing Transit

- MARC Stations
- MARC
- Metro Stations
- Metro
- Light Rail Stations
- Light Rail

Natural Environment

- Biological and/or Water Quality Sampling Stations
- Specimen Trees (>= 30" Dia)
- Wetlands
- Ephemerals
- Streams (R3 & R4 Only)
- Hedgerows
- Forest Stands
- Critical Area (MDNR)
- 100-yr Floodplain (FEMA 2012)

Preliminary Engineering Design

- Traction Power Sub Station
- Central Instrument House

Index Map



Note: Some forest stands extend beyond their delineated boundaries outside of the project study corridor.

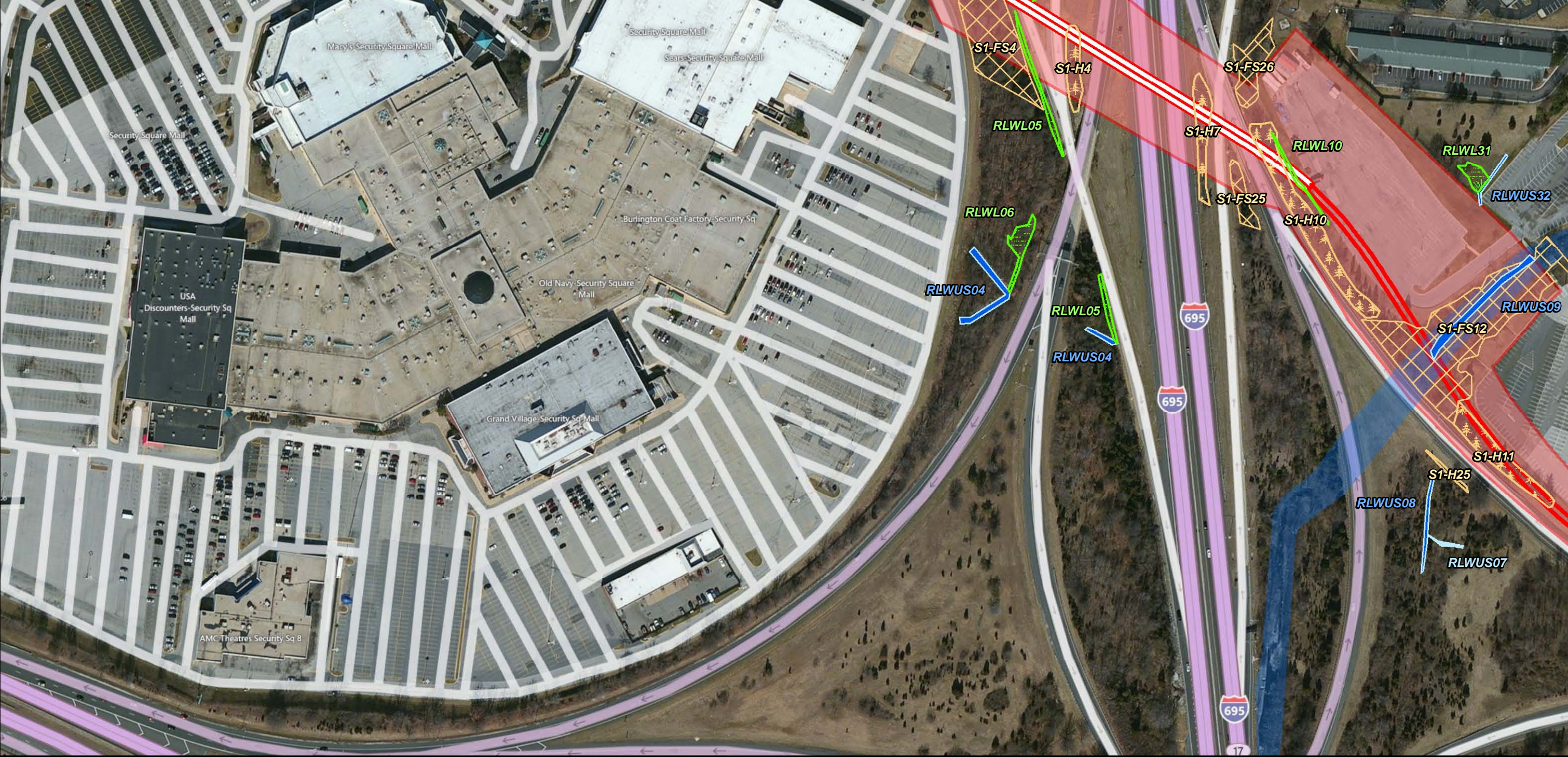
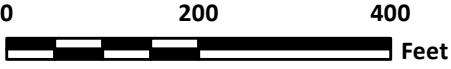
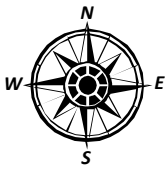


Plate Series 2 - Natural Resources

MTA - Red Line
Plate 4



Legend

Proposed Alignment

- At-Grade
- Aerial Structure
- Tunnel
- Proposed Stations

Limit of Disturbance

- Surface
- Underground

Existing Transit

- MARC Stations
- MARC
- Metro Stations
- Metro
- Light Rail Stations
- Light Rail

Natural Environment

- Biological and/or Water Quality Sampling Stations
- Specimen Trees (>= 30" Dia)
- Wetlands
- Ephemerals
- Streams (R3 & R4 Only)
- Hedgerows
- Forest Stands
- Critical Area (MDNR)
- 100-yr Floodplain (FEMA 2012)

Preliminary Engineering Design

- Traction Power Sub Station
- Central Instrument House

Index Map



Note: Some forest stands extend beyond their delineated boundaries outside of the project study corridor.

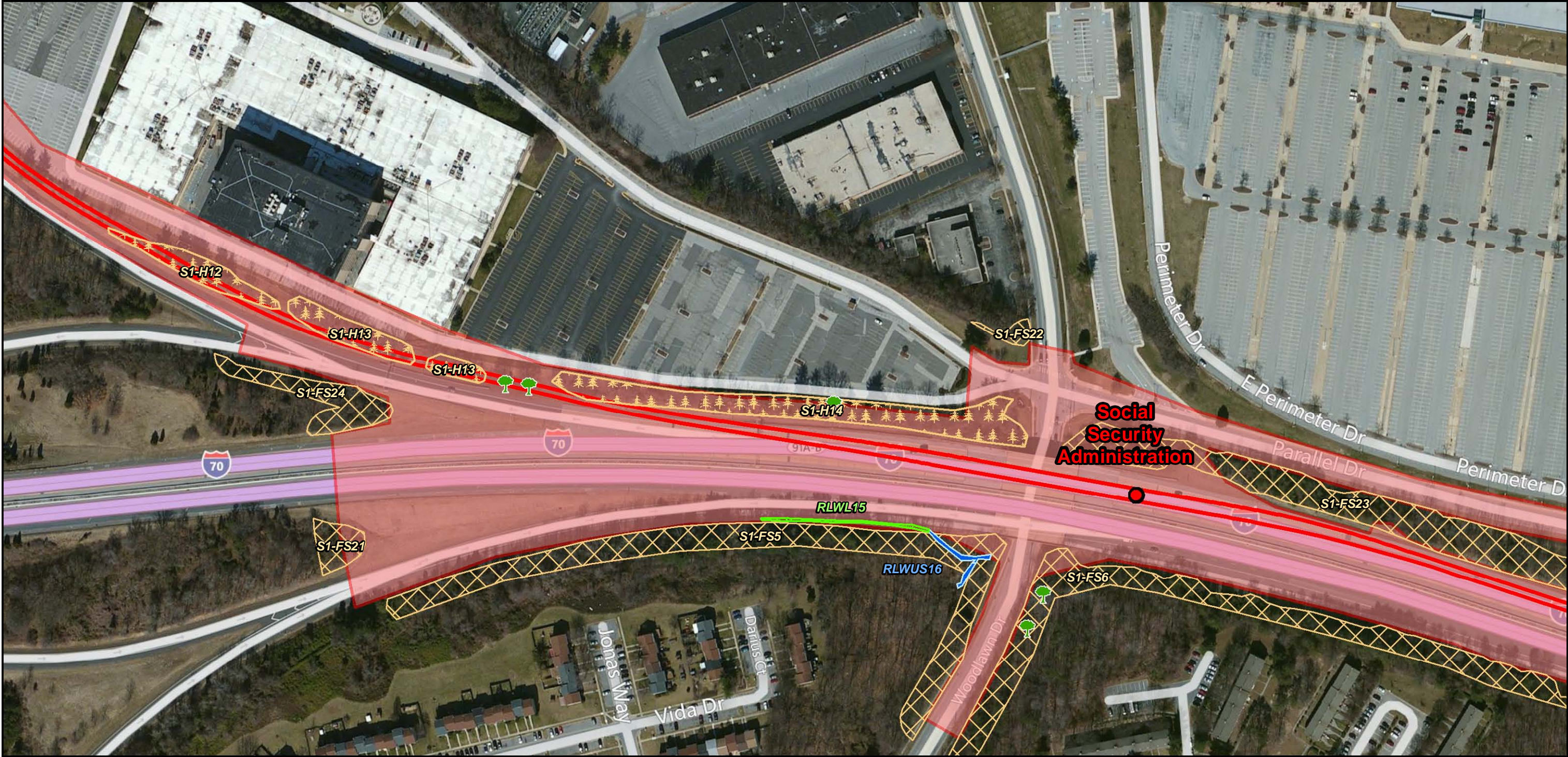


Plate Series 2 - Natural Resources

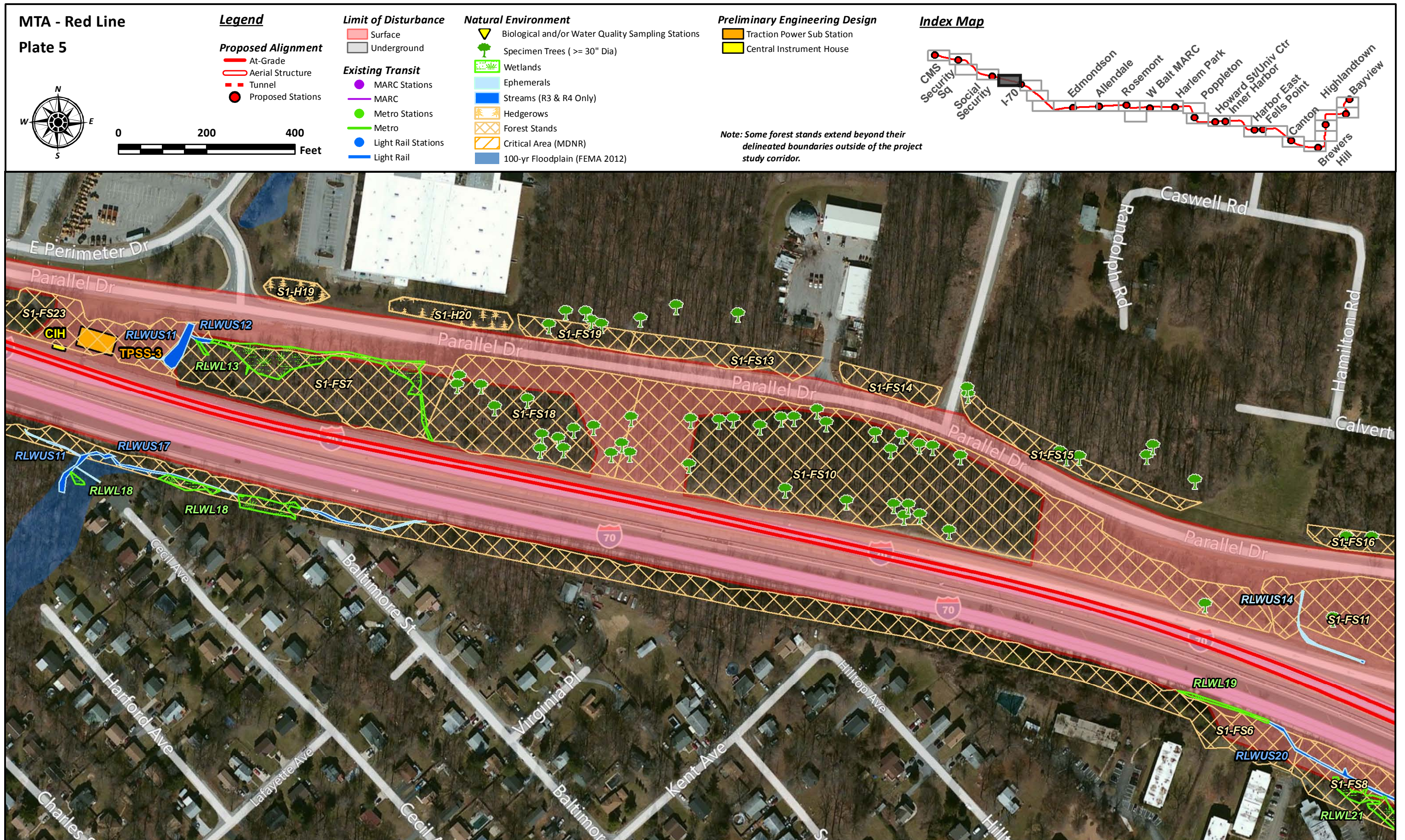


Plate Series 2 - Natural Resources

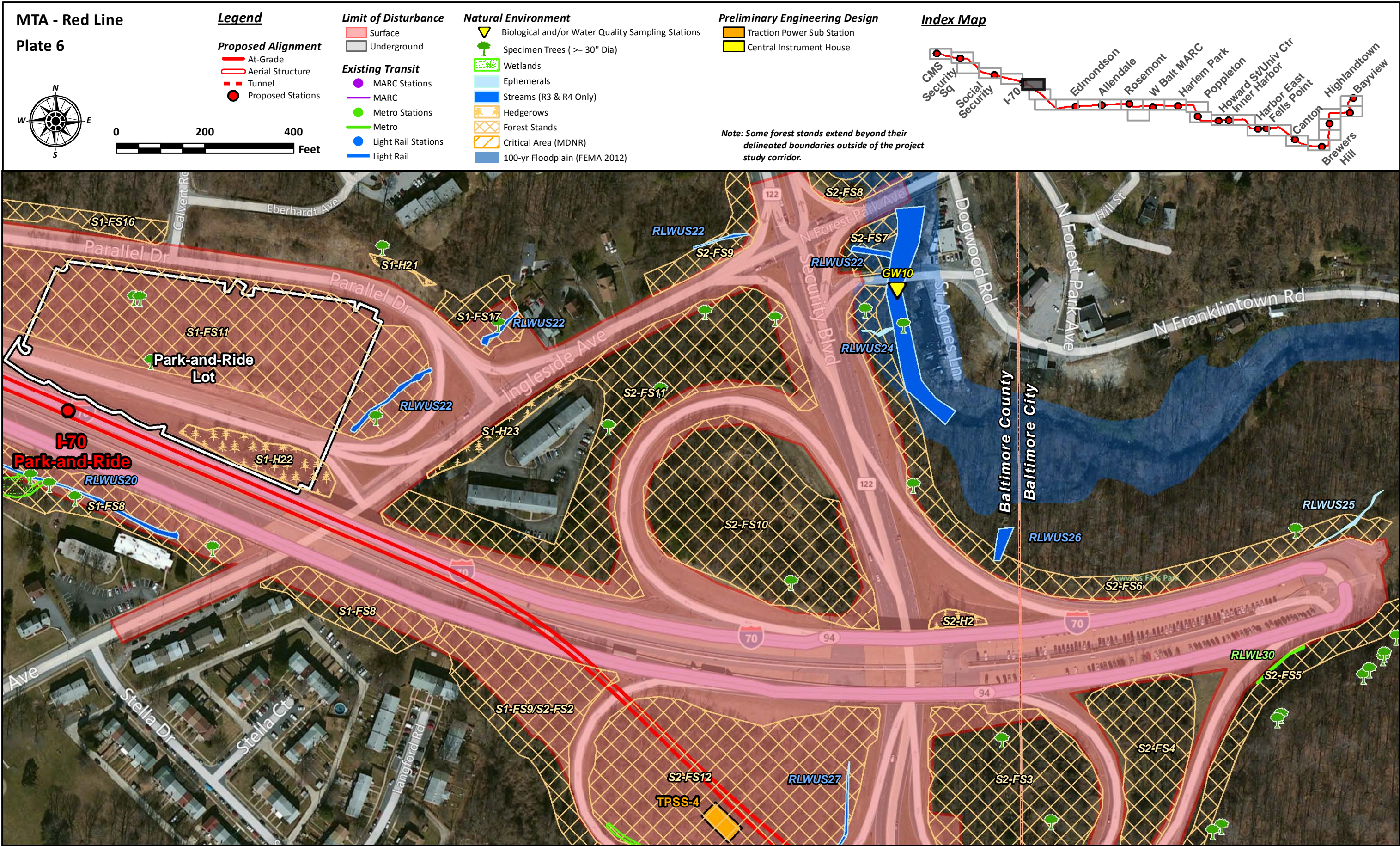


Plate Series 2 - Natural Resources

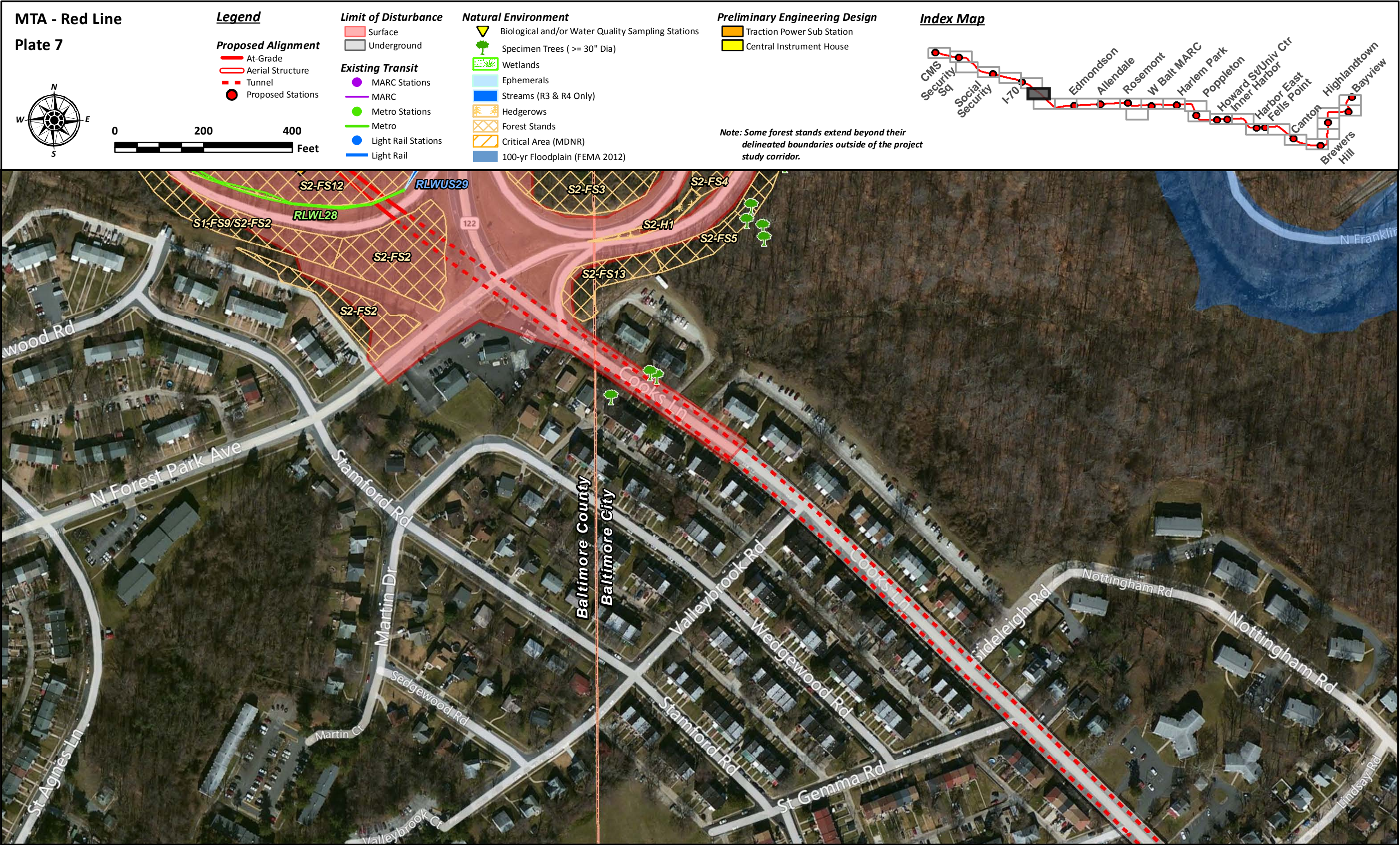


Plate Series 2 - Natural Resources

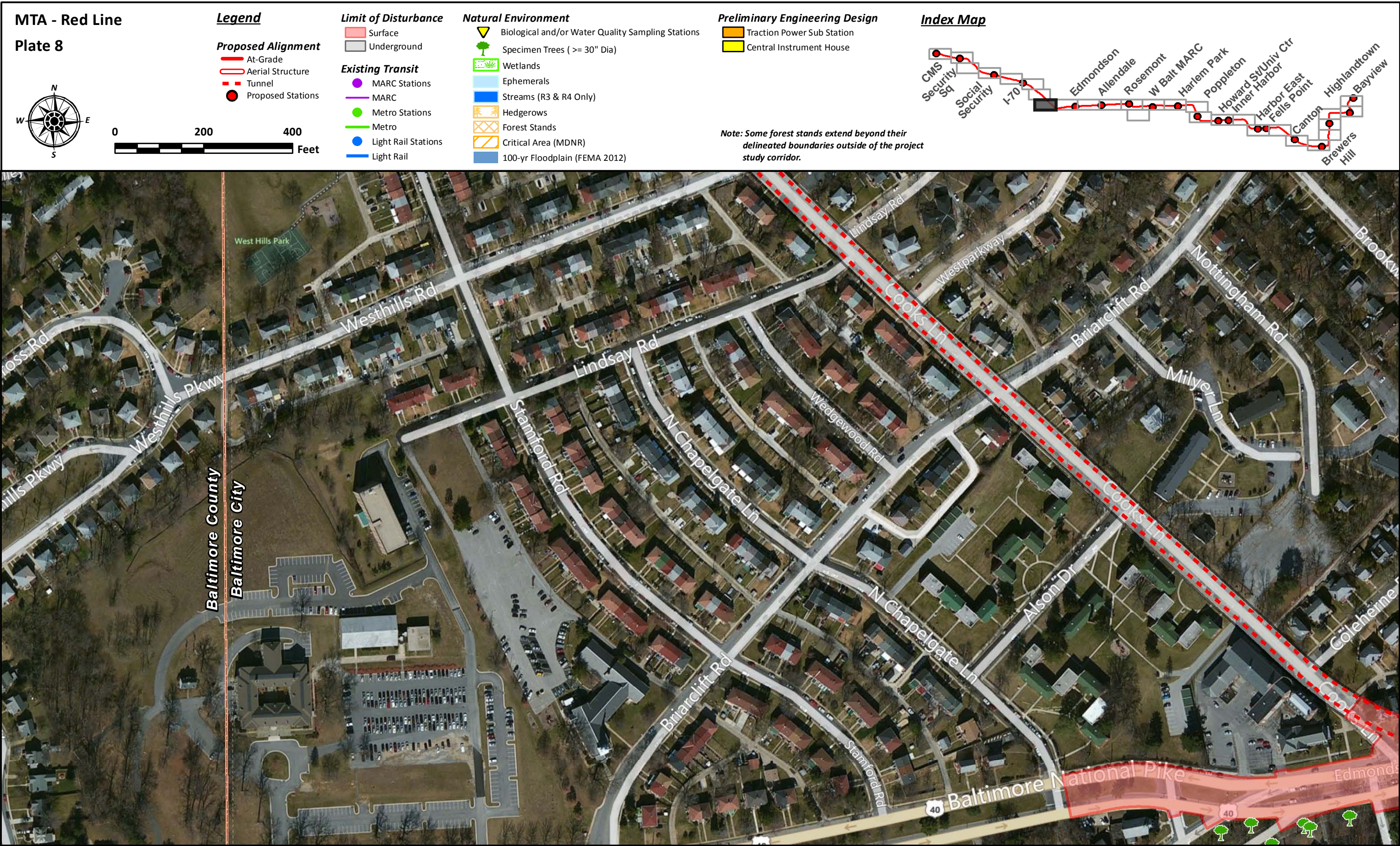


Plate Series 2 - Natural Resources

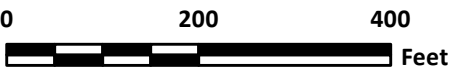
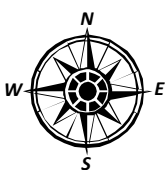


Plate Series 2 - Natural Resources



Plate Series 2 - Natural Resources

MTA - Red Line
Plate 11



Legend

Proposed Alignment

- At-Grade
- Aerial Structure
- Tunnel
- Proposed Stations

Limit of Disturbance

- Surface
- Underground

Existing Transit

- MARC Stations
- MARC
- Metro Stations
- Metro
- Light Rail Stations
- Light Rail

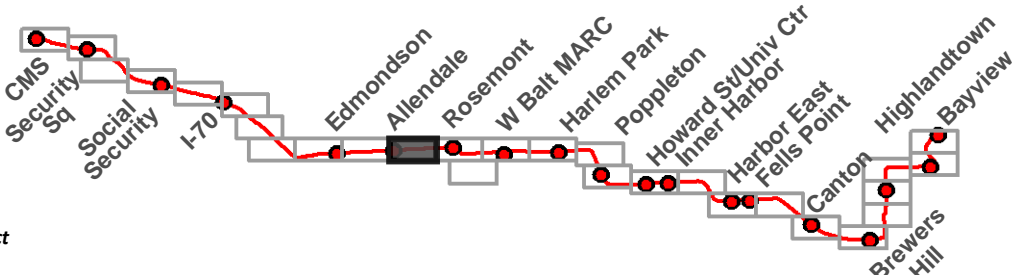
Natural Environment

- Biological and/or Water Quality Sampling Stations
- Specimen Trees (>= 30" Dia)
- Wetlands
- Ephemerals
- Streams (R3 & R4 Only)
- Hedgerows
- Forest Stands
- Critical Area (MDNR)
- 100-yr Floodplain (FEMA 2012)

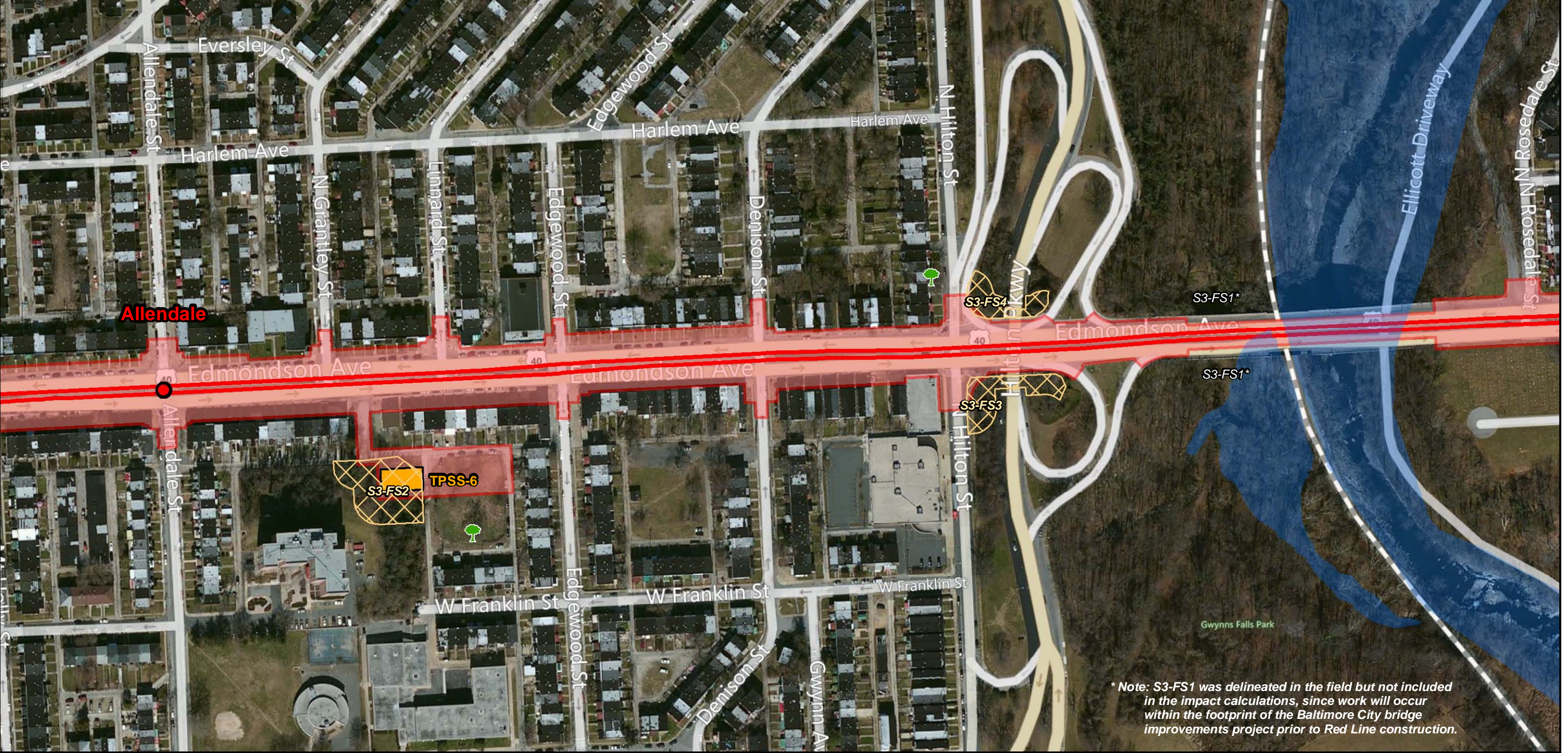
Preliminary Engineering Design

- Traction Power Sub Station
- Central Instrument House

Index Map



Note: Some forest stands extend beyond their delineated boundaries outside of the project study corridor.



* Note: S3-FS1 was delineated in the field but not included in the impact calculations, since work will occur within the footprint of the Baltimore City bridge improvements project prior to Red Line construction.

Plate Series 2 - Natural Resources

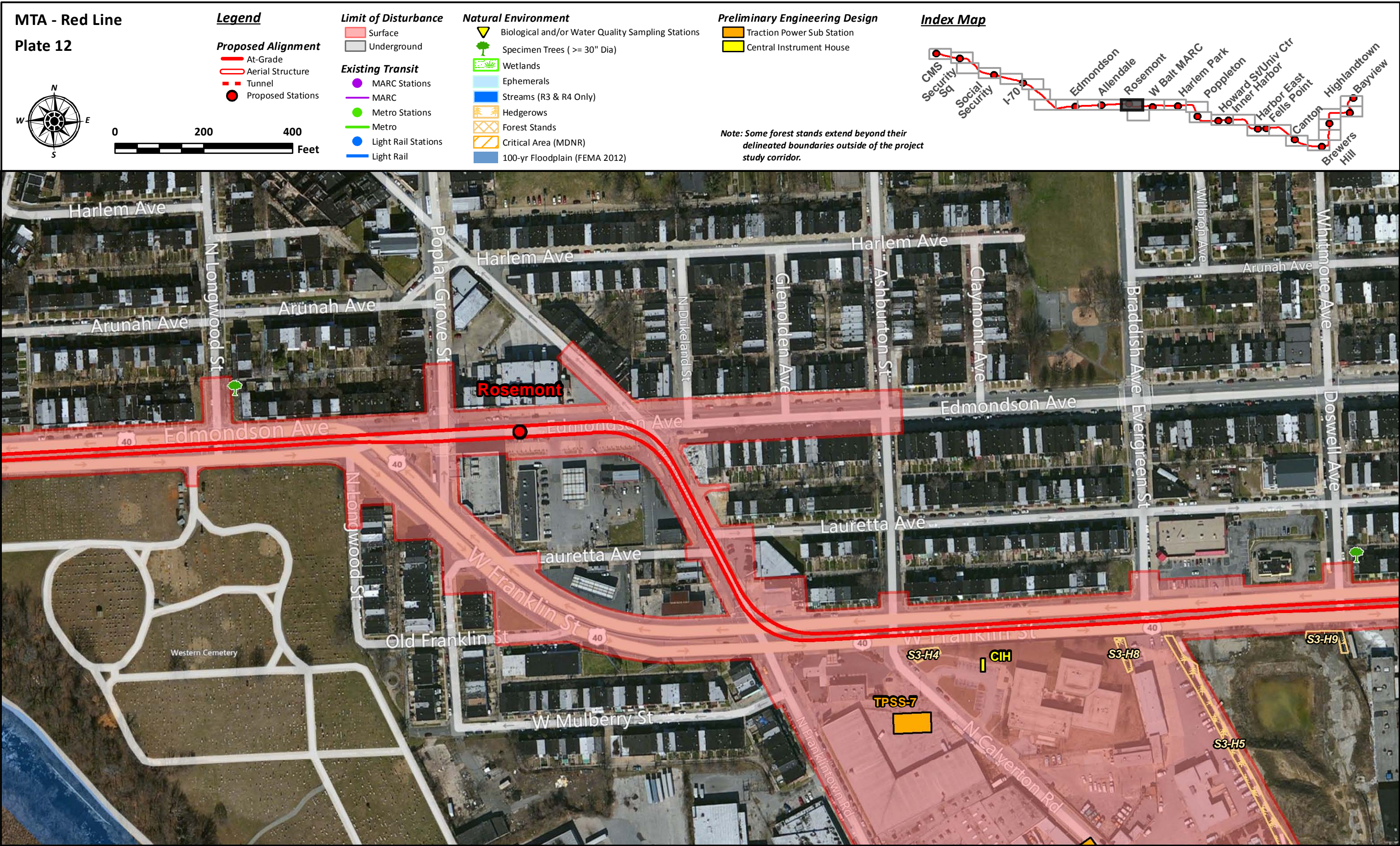
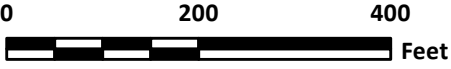
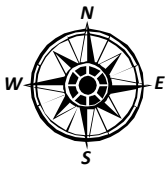


Plate Series 2 - Natural Resources

MTA - Red Line

Plate 13



Legend

Proposed Alignment

- At-Grade
- Aerial Structure
- Tunnel
- Proposed Stations

Limit of Disturbance

- Surface
- Underground

Existing Transit

- MARC Stations
- MARC
- Metro Stations
- Metro
- Light Rail Stations
- Light Rail

Natural Environment

- Biological and/or Water Quality Sampling Stations
- Specimen Trees (>= 30" Dia)
- Wetlands
- Ephemerals
- Streams (R3 & R4 Only)
- Hedgerows
- Forest Stands
- Critical Area (MDNR)
- 100-yr Floodplain (FEMA 2012)

Preliminary Engineering Design

- Traction Power Sub Station
- Central Instrument House

Index Map



Note: Some forest stands extend beyond their delineated boundaries outside of the project study corridor.

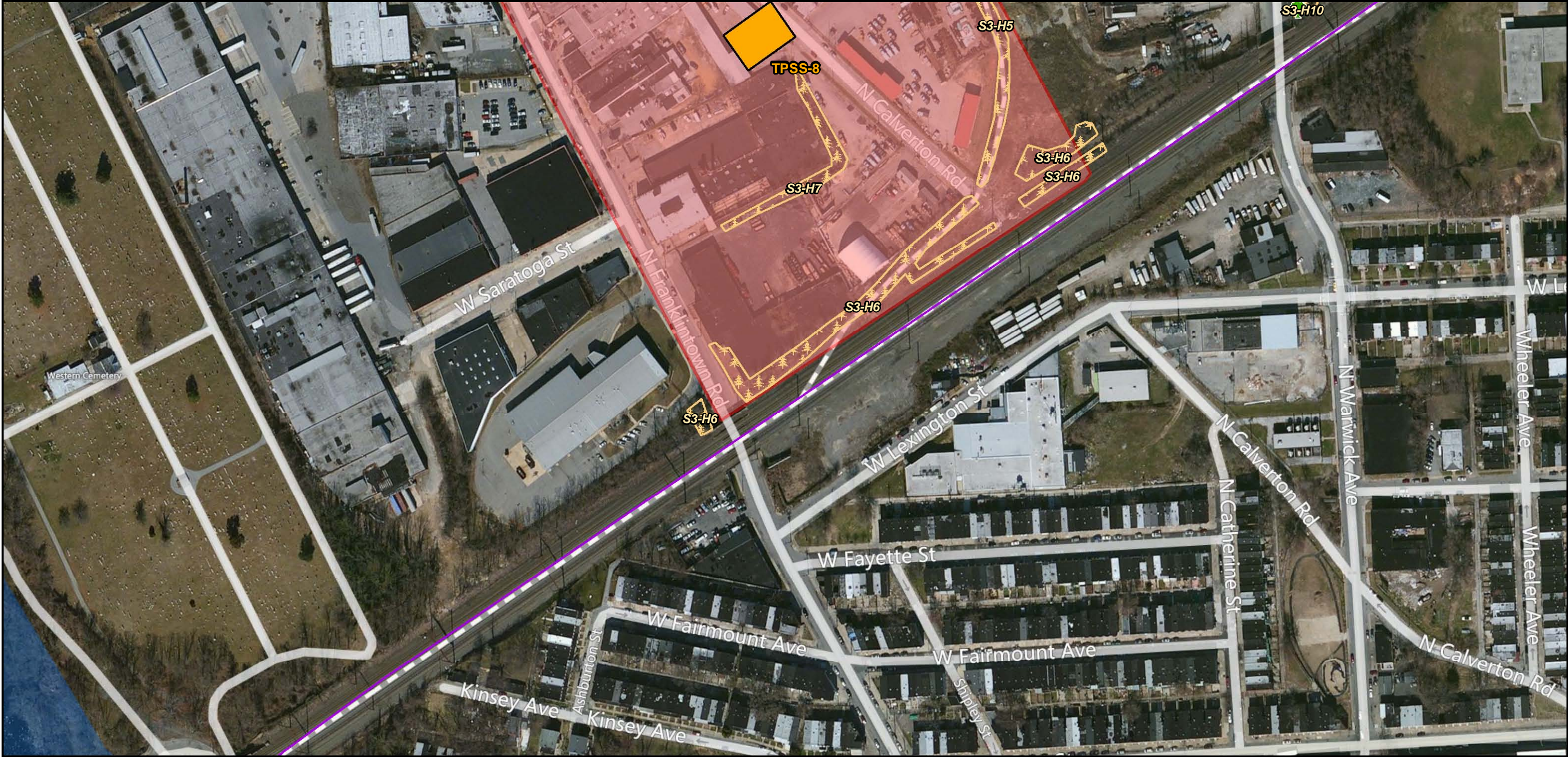


Plate Series 2 - Natural Resources

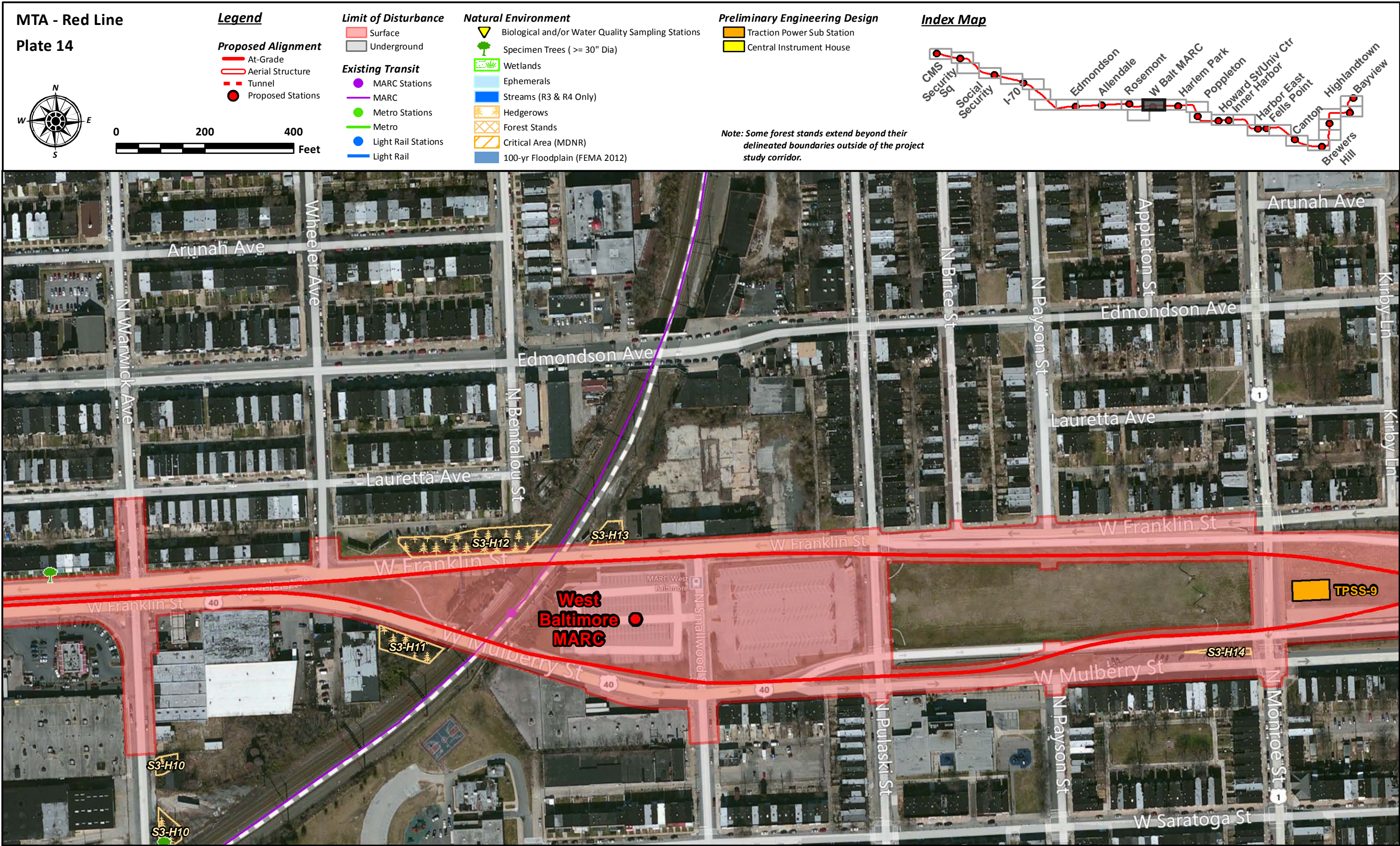


Plate Series 2 - Natural Resources

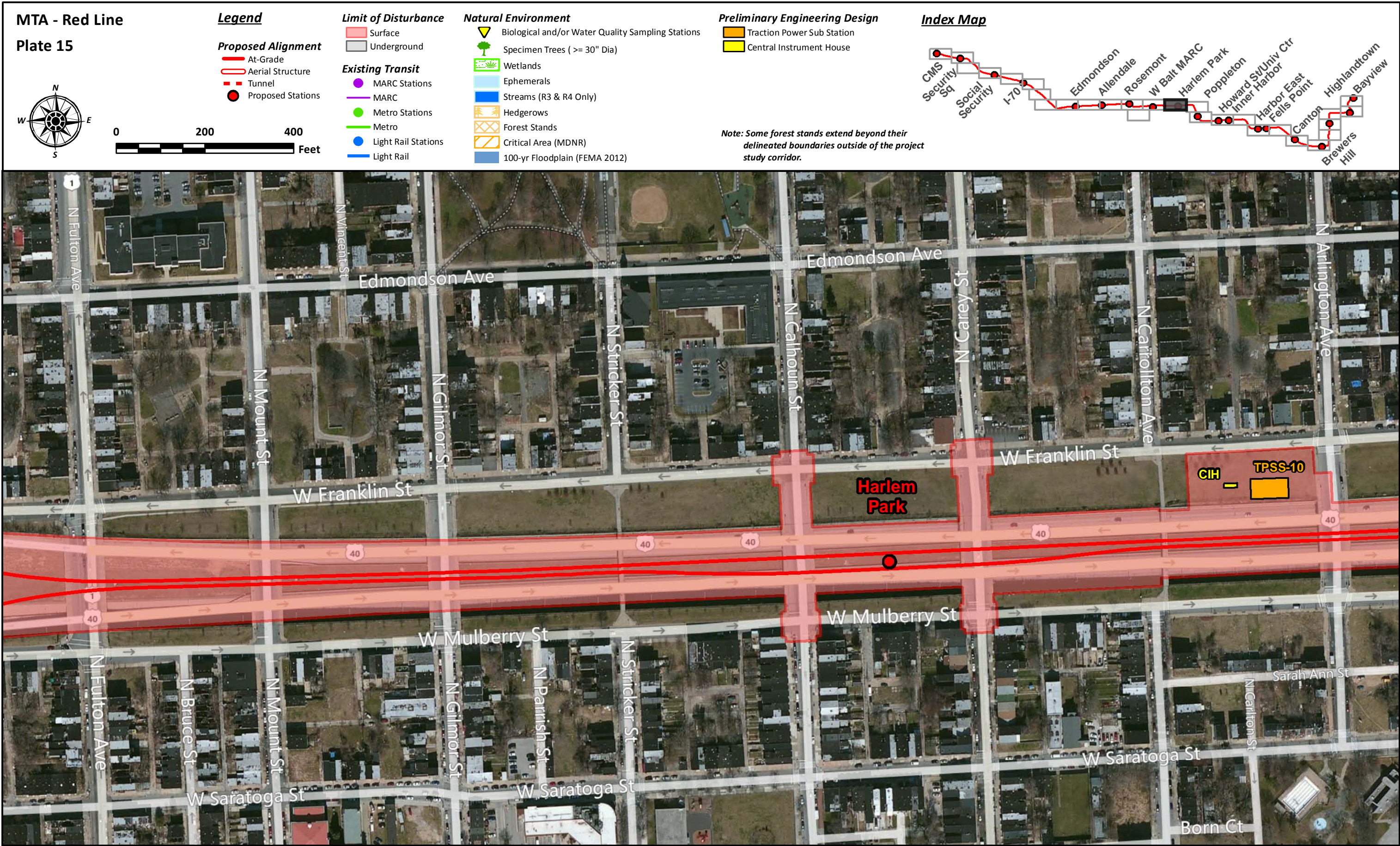


Plate Series 2 - Natural Resources

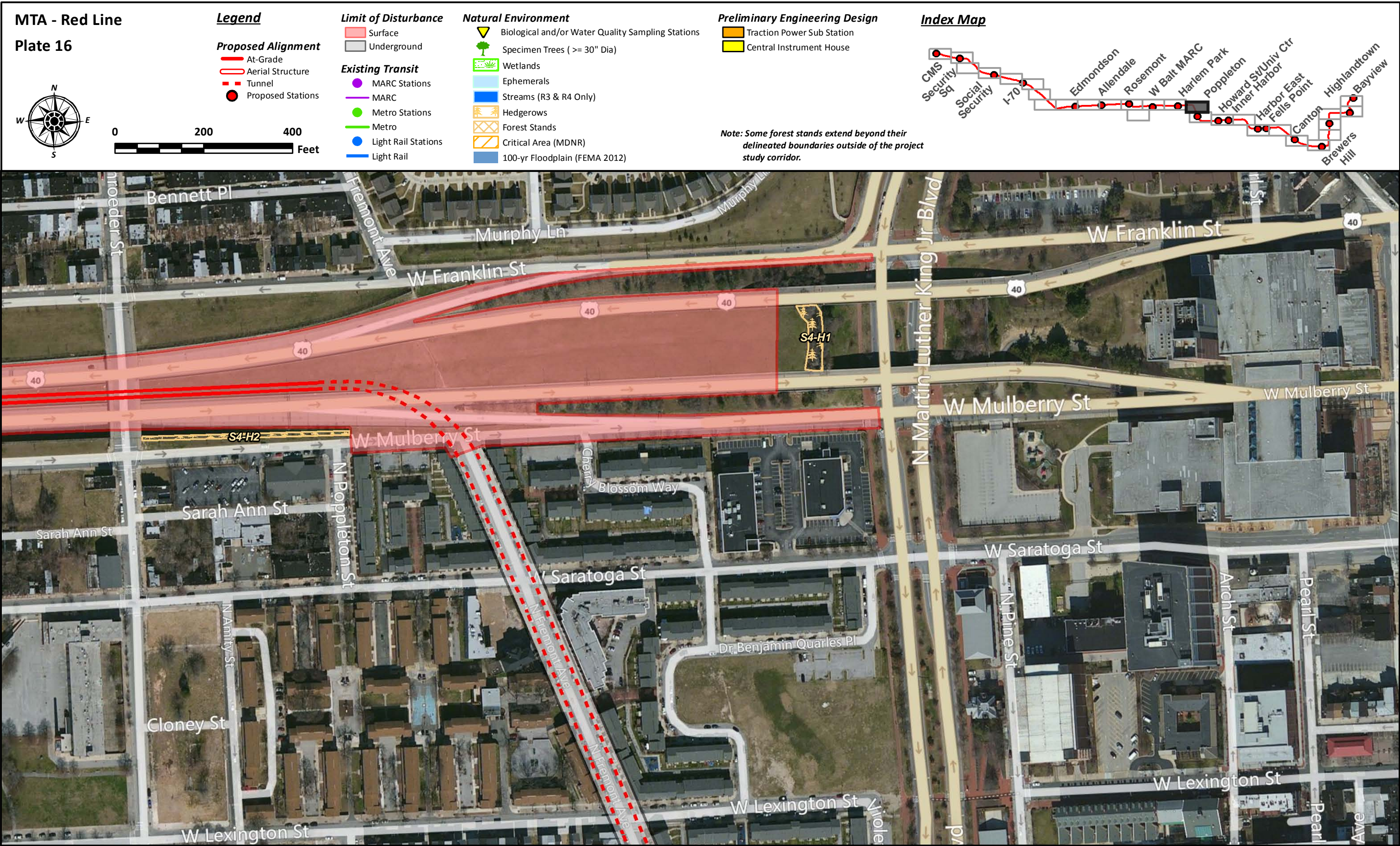


Plate Series 2 - Natural Resources

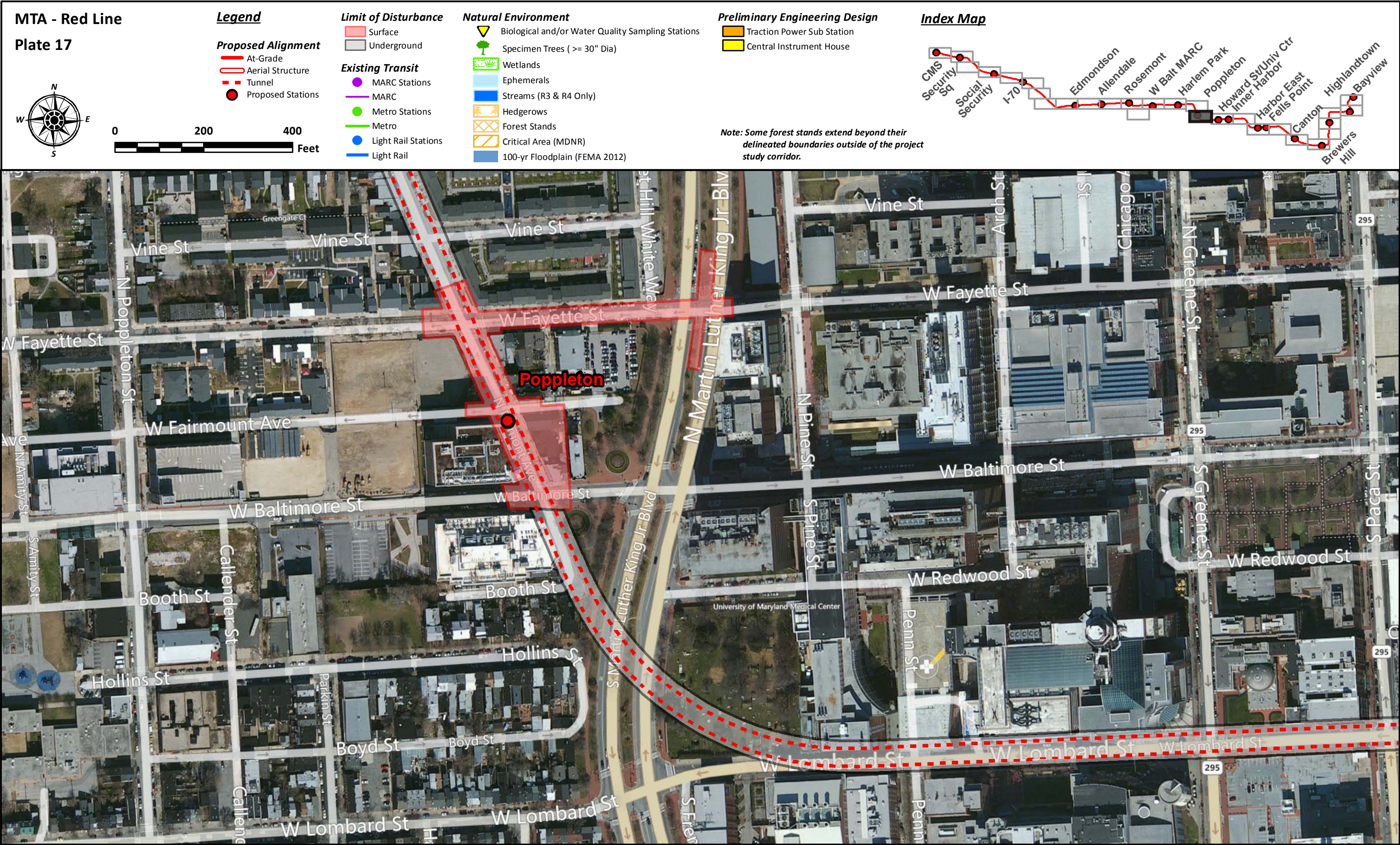


Plate Series 2 - Natural Resources

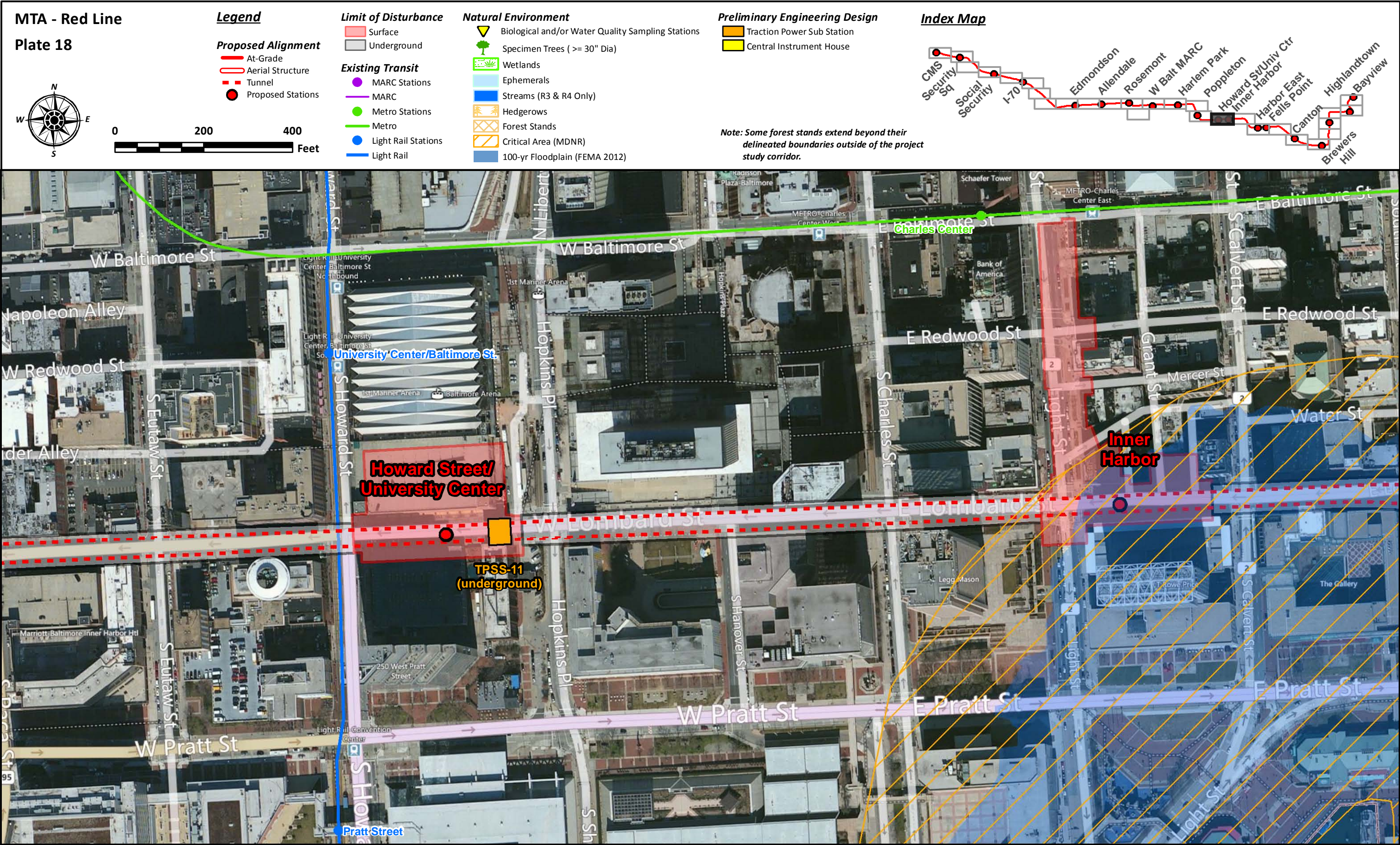


Plate Series 2 - Natural Resources

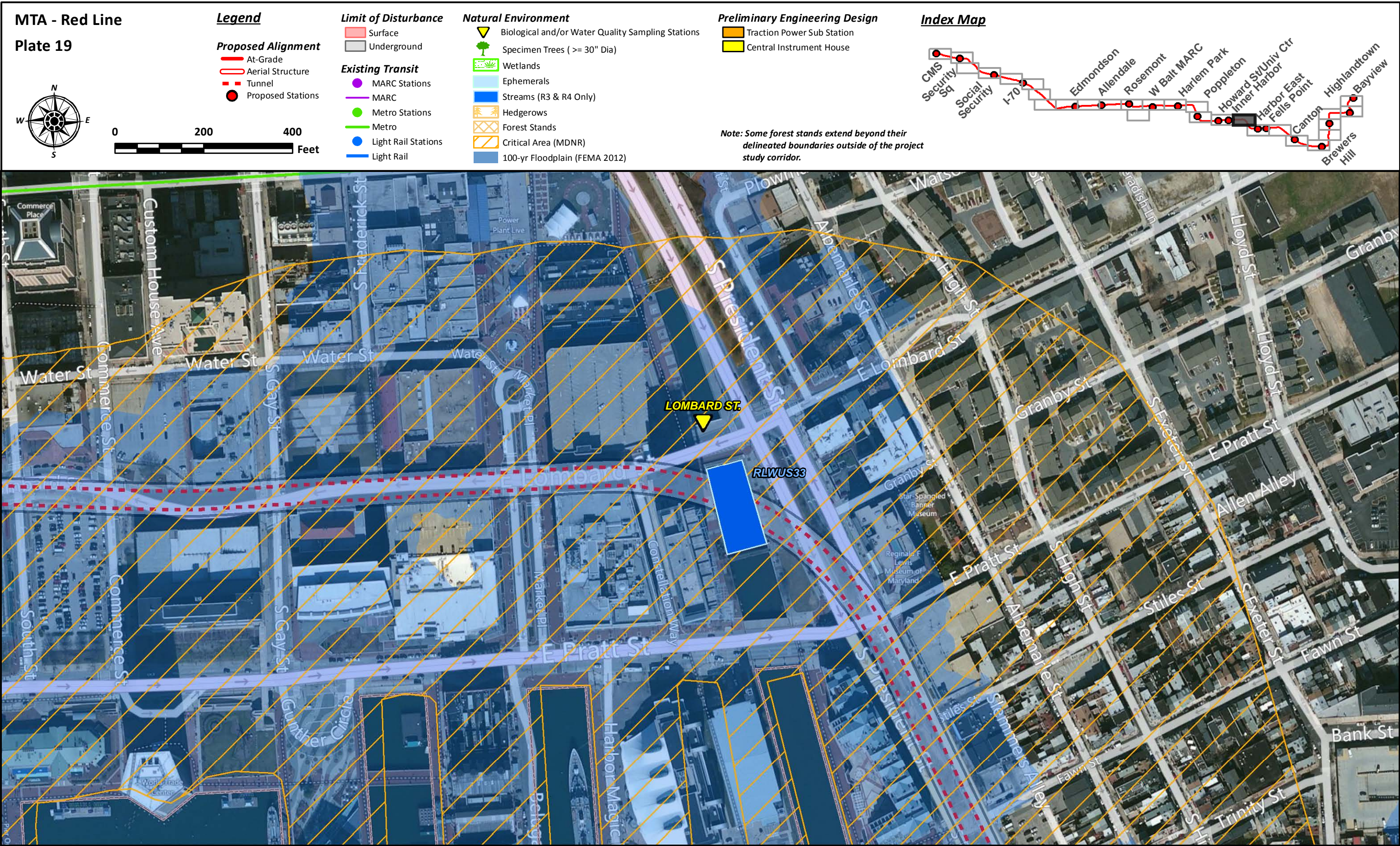


Plate Series 2 - Natural Resources

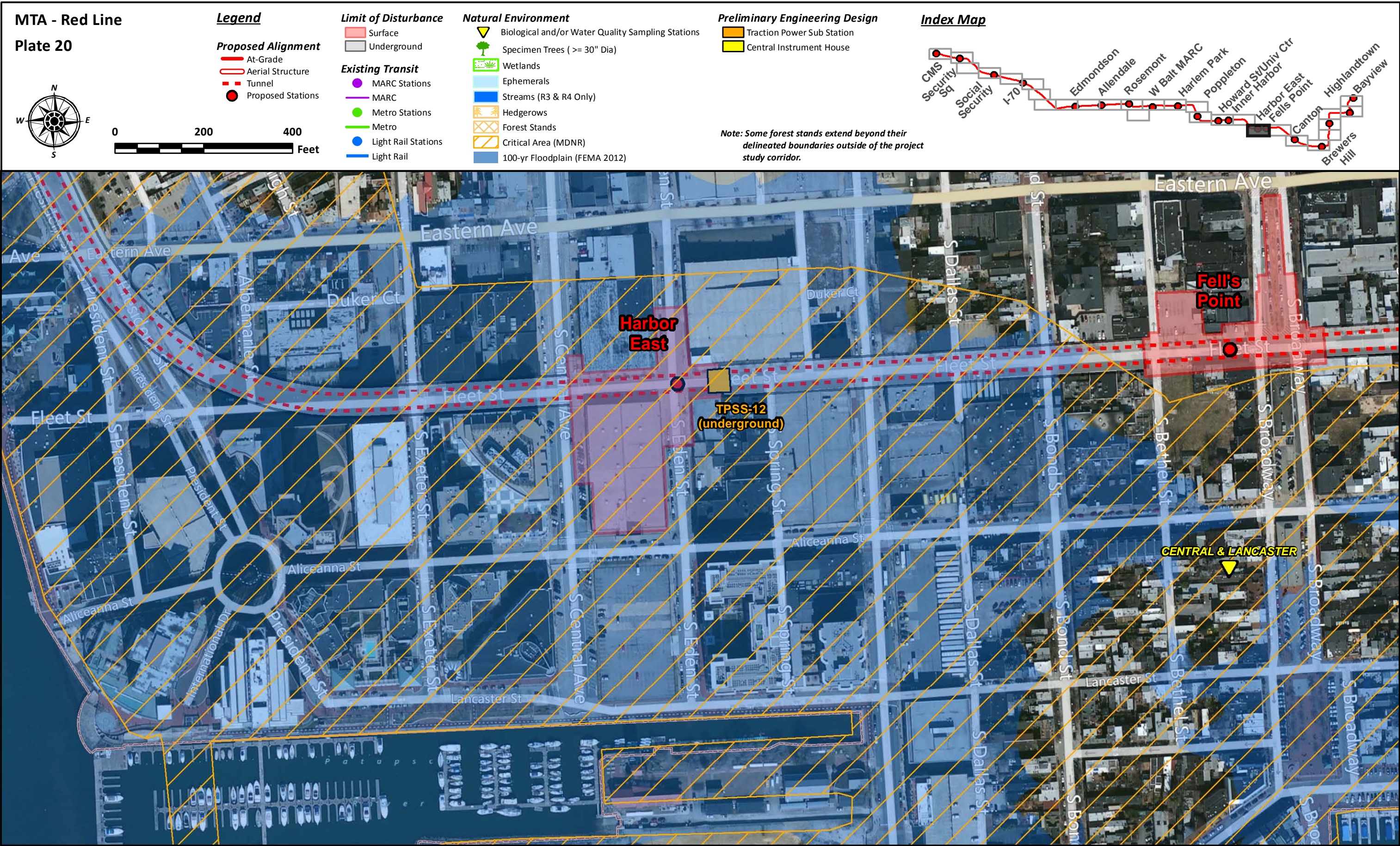


Plate Series 2 - Natural Resources

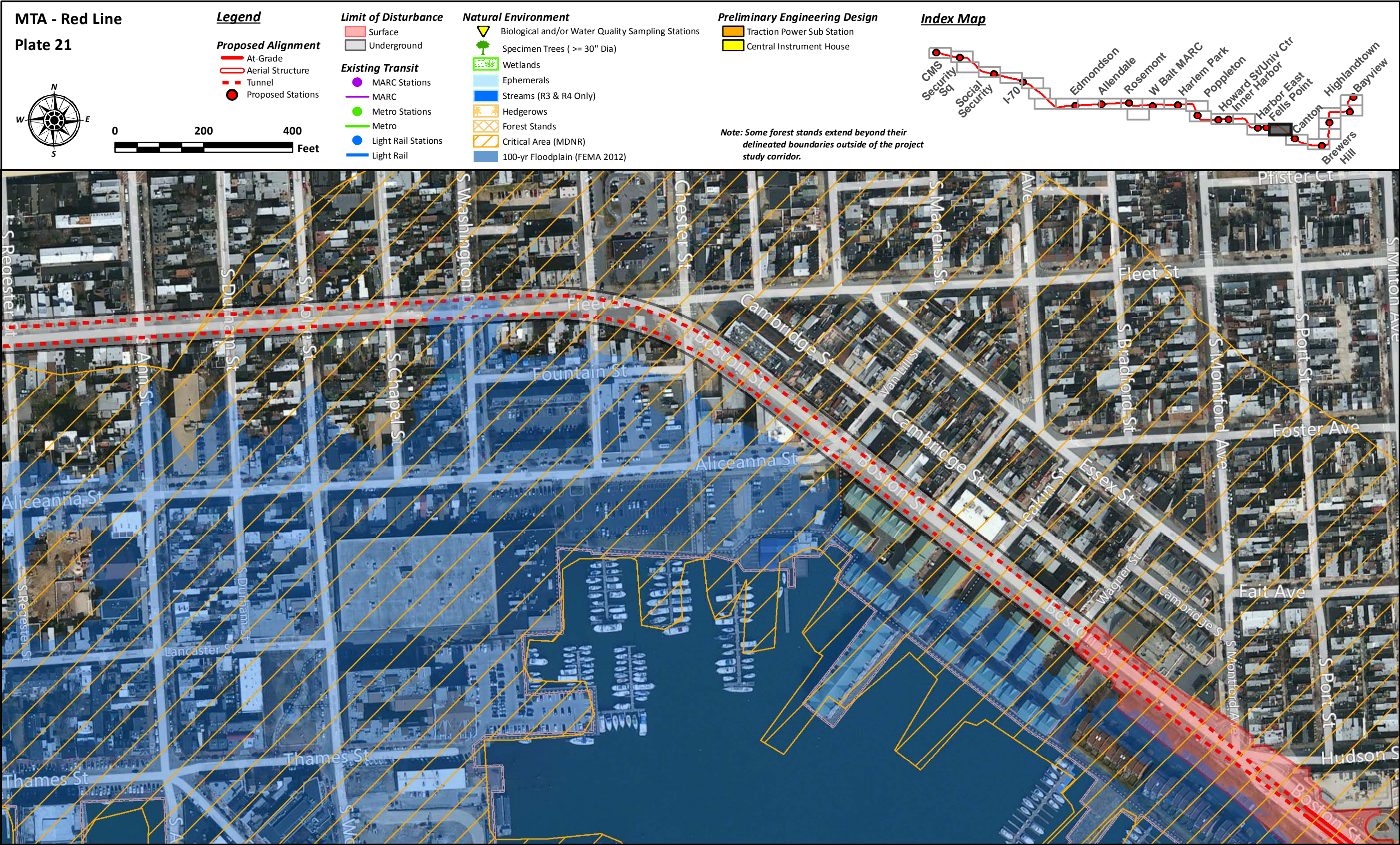


Plate Series 2 - Natural Resources



Plate Series 2 - Natural Resources

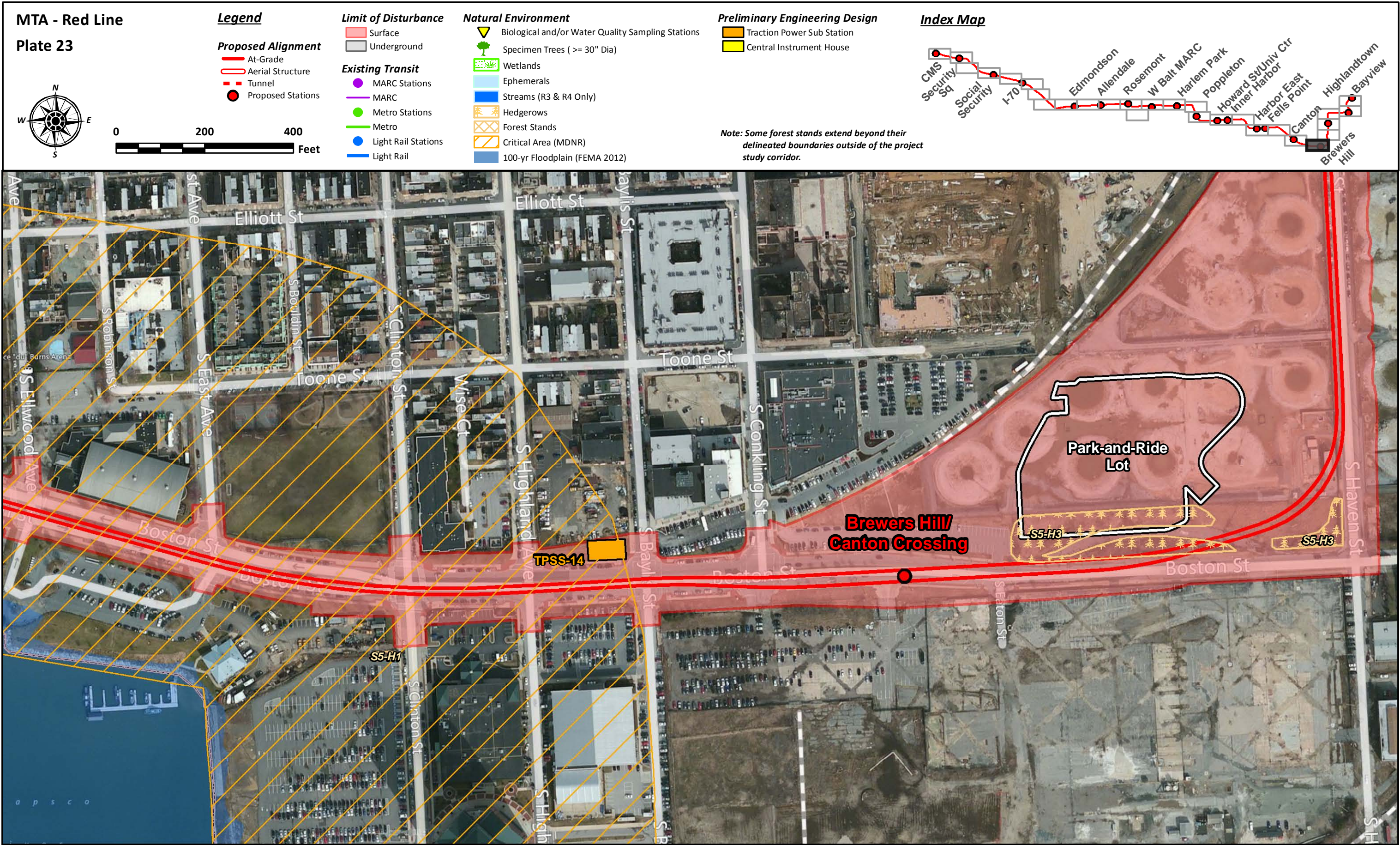


Plate Series 2 - Natural Resources



Plate Series 2 - Natural Resources

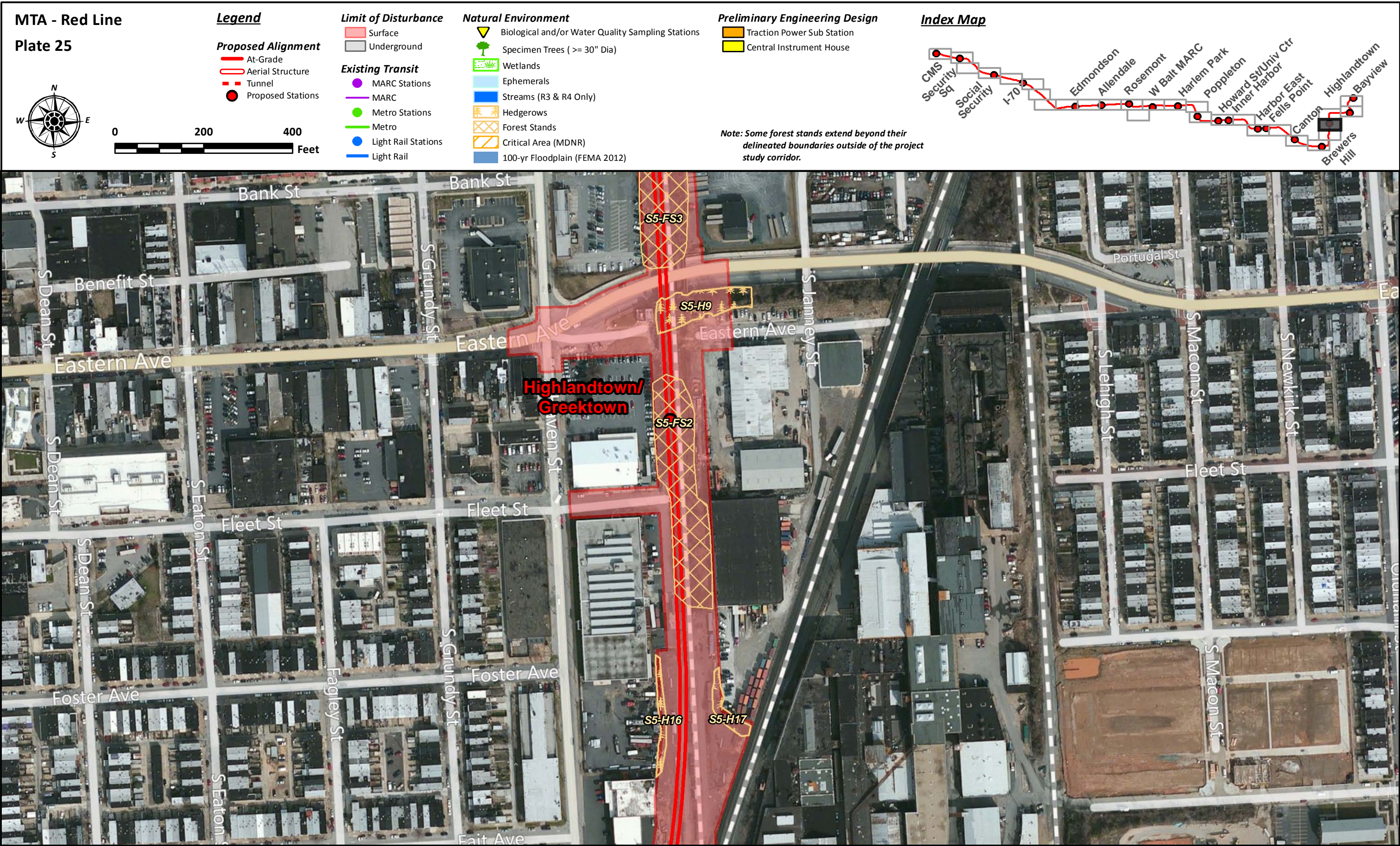


Plate Series 2 - Natural Resources

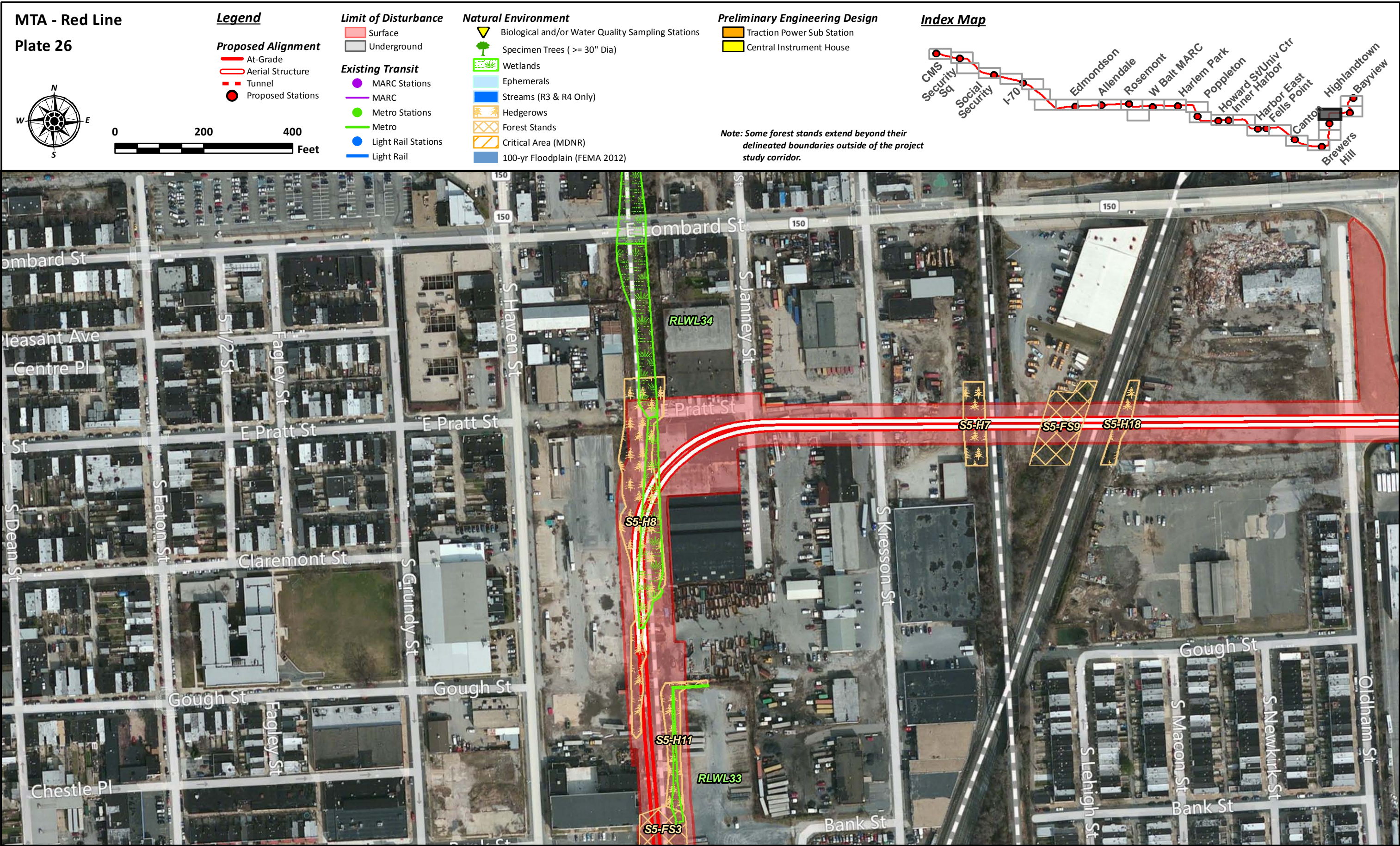


Plate Series 2 - Natural Resources

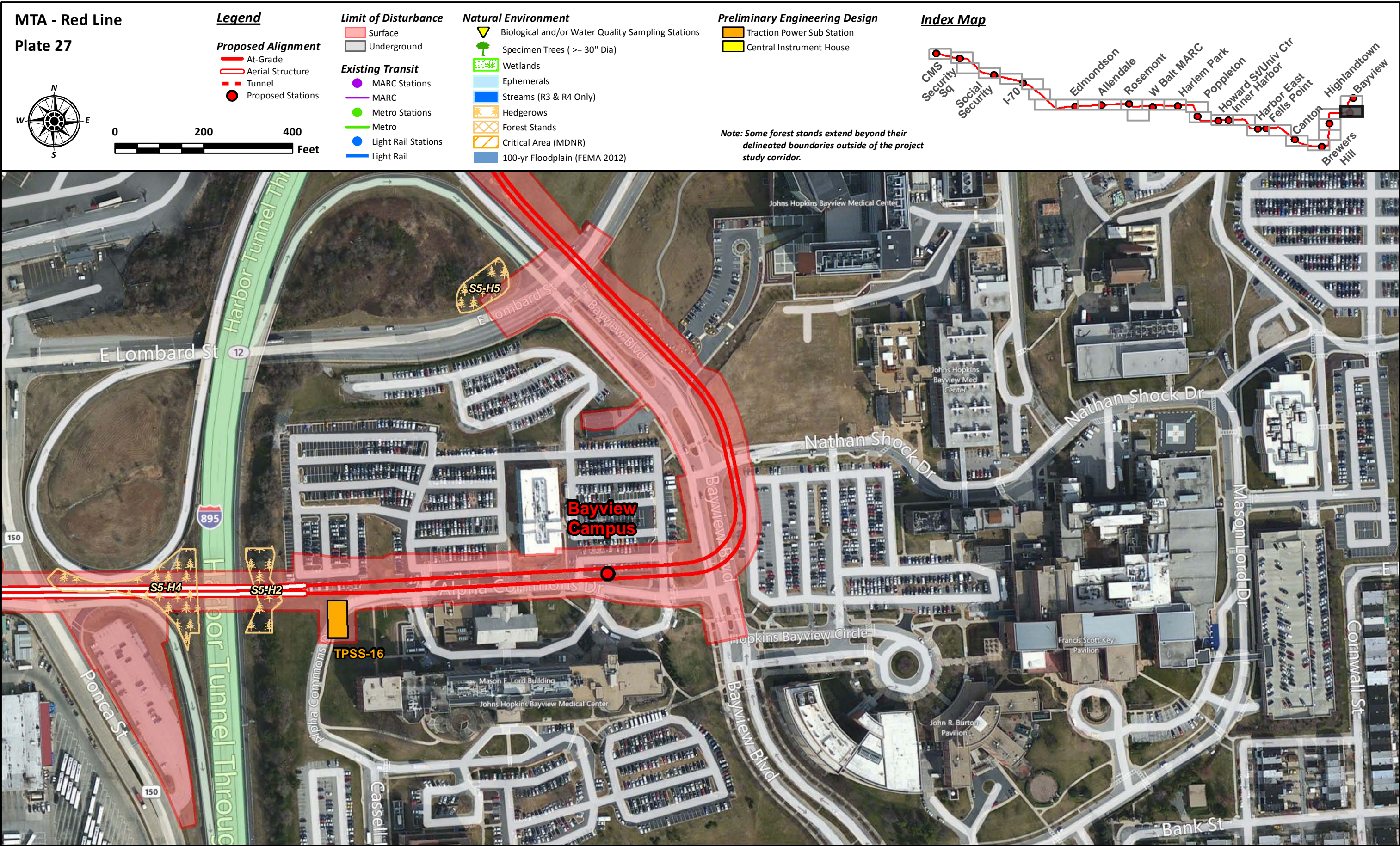


Plate Series 2 - Natural Resources

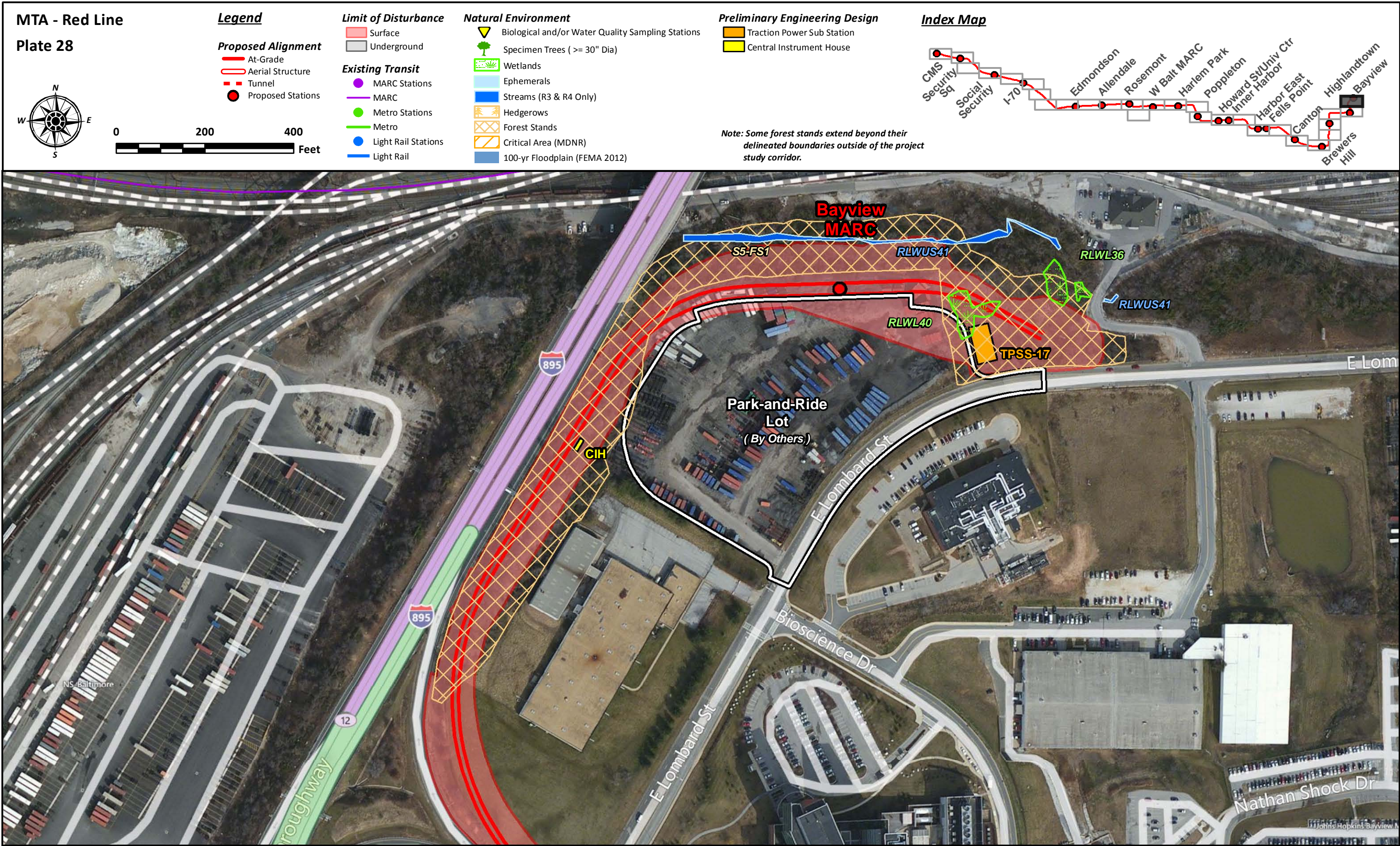
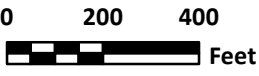
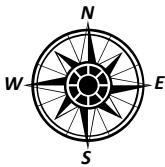


Plate Series 3 - Section 106 Built Historic Properties

MTA - Red Line

Plate 1



Legend

Proposed Alignment

- At-Grade
- Aerial Structure
- Tunnel
- Proposed Stations
- Portal

Limit of Disturbance

- Surface
- Underground

Existing Transit

- MARC Stations
- MARC
- Metro Stations
- Metro
- Light Rail Stations
- Light Rail

Preliminary Engineering Design

- Traction Power Sub Station
- Central Instrument House

Historic Properties

- Area of Potential Effects
- NRHP Eligible Historic Property
- NRHP Listed Historic Property
- National Historic Landmark

Tax Parcel

Note that select historic property boundaries extend beyond the project's Area of Potential Effects.

Index Map

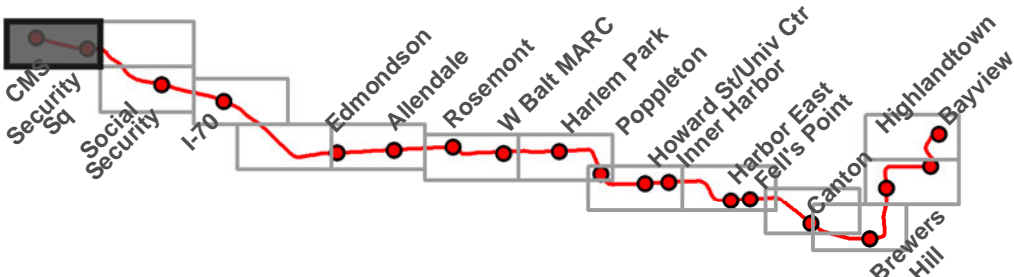
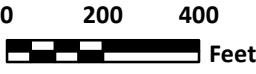
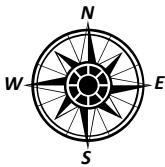


Plate Series 3 - Section 106 Built Historic Properties

MTA - Red Line

Plate 2



Legend

Proposed Alignment

- At-Grade
- Aerial Structure
- Tunnel
- Proposed Stations
- Portal

Limit of Disturbance

- Surface
- Underground

Existing Transit

- MARC Stations
- MARC
- Metro Stations
- Metro
- Light Rail Stations
- Light Rail

Preliminary Engineering Design

- Traction Power Sub Station
- Central Instrument House

Historic Properties

- Area of Potential Effects
- NRHP Eligible Historic Property
- NRHP Listed Historic Property
- National Historic Landmark

Tax Parcel

Note that select historic property boundaries extend beyond the project's Area of Potential Effects.

Index Map

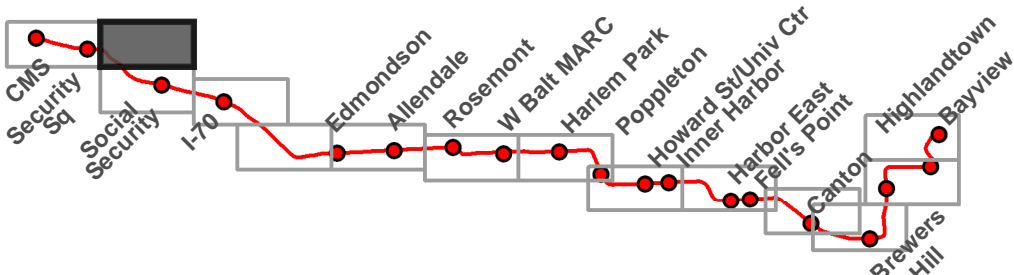
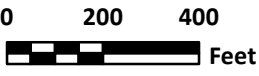
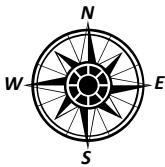


Plate Series 3 - Section 106 Built Historic Properties

MTA - Red Line

Plate 3



Legend

Proposed Alignment

- At-Grade
- Aerial Structure
- Tunnel
- Proposed Stations
- Portal

Limit of Disturbance

- Surface
- Underground

Existing Transit

- MARC Stations
- MARC
- Metro Stations
- Metro
- Light Rail Stations
- Light Rail

Preliminary Engineering Design

- Traction Power Sub Station
- Central Instrument House

Historic Properties

- Area of Potential Effects
- NRHP Eligible Historic Property
- NRHP Listed Historic Property
- National Historic Landmark

Tax Parcel

Note that select historic property boundaries extend beyond the project's Area of Potential Effects.

Index Map

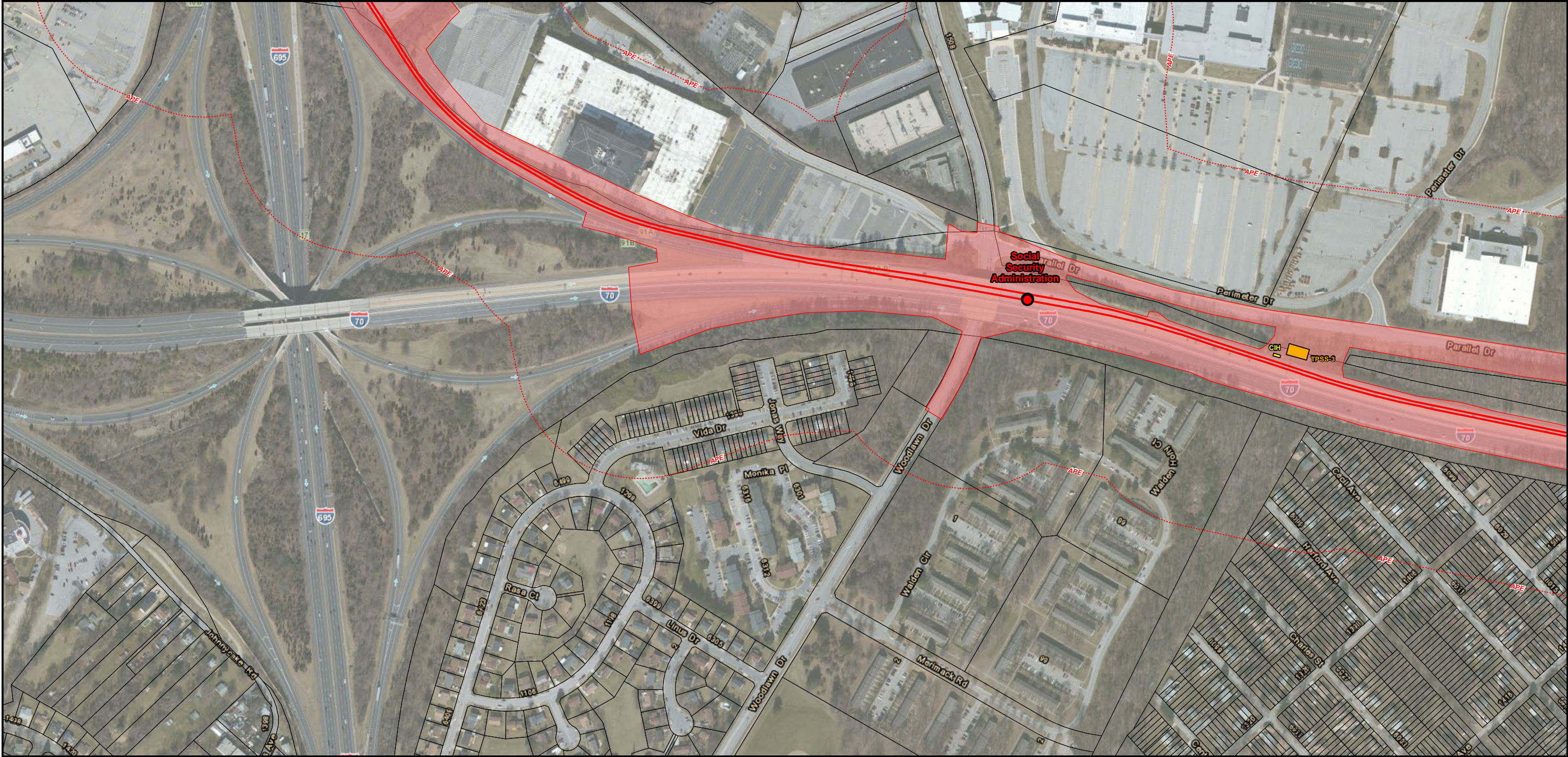
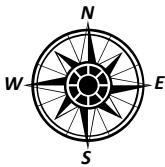


Plate Series 3 - Section 106 Built Historic Properties

MTA - Red Line

Plate 4



Legend

Proposed Alignment

- At-Grade
- Aerial Structure
- Tunnel
- Proposed Stations
- Portal

Limit of Disturbance

- Surface
- Underground

Existing Transit

- MARC Stations
- MARC
- Metro Stations
- Metro
- Light Rail Stations
- Light Rail

Preliminary Engineering Design

- Traction Power Sub Station
- Central Instrument House

Historic Properties

- Area of Potential Effects
- NRHP Eligible Historic Property
- NRHP Listed Historic Property
- National Historic Landmark

Tax Parcel

Note that select historic property boundaries extend beyond the project's Area of Potential Effects.

Index Map

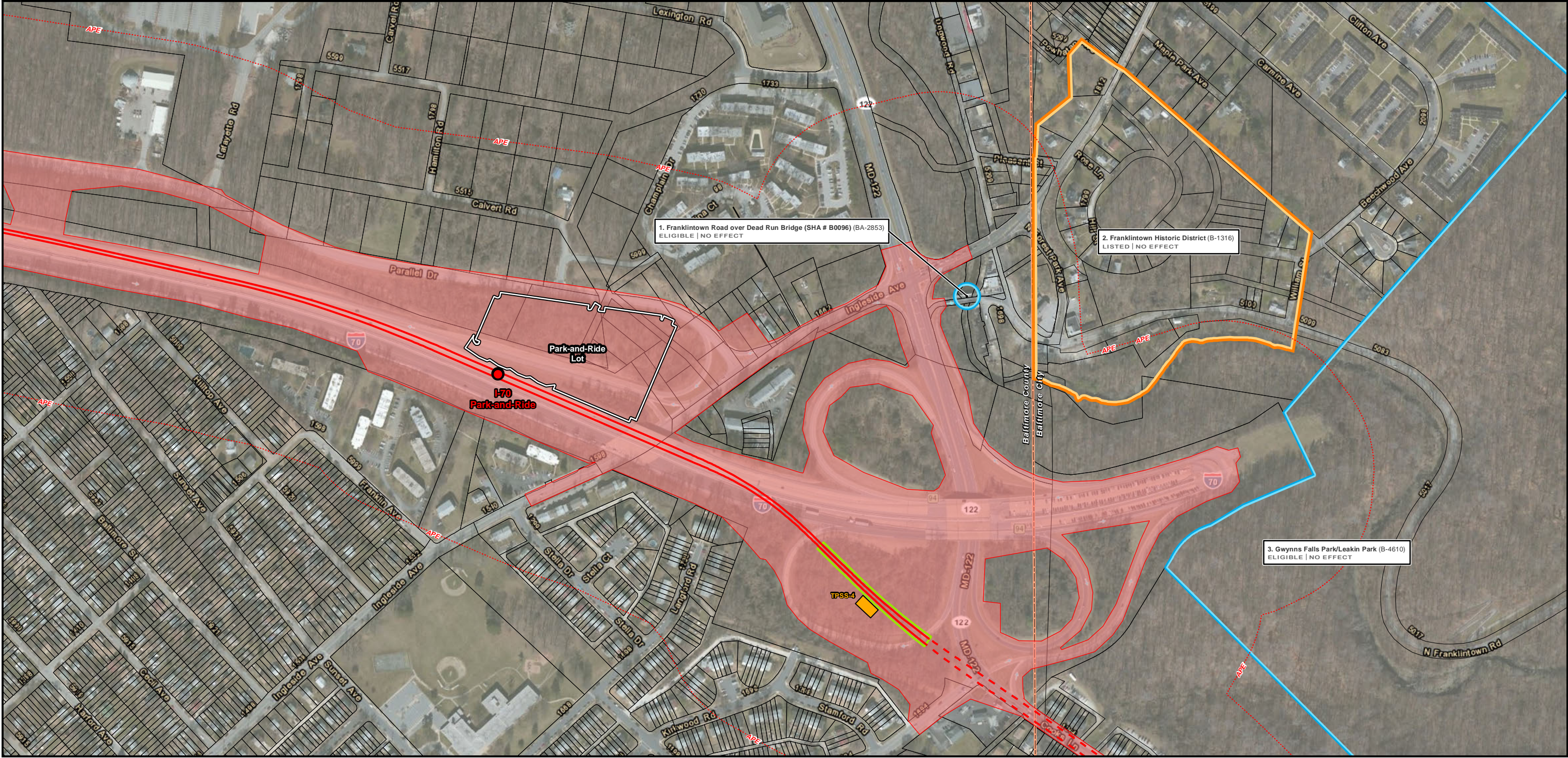
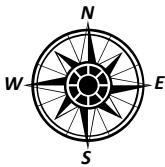


Plate Series 3 - Section 106 Built Historic Properties

MTA - Red Line

Plate 5



Legend

Proposed Alignment

- At-Grade
- Aerial Structure
- Tunnel
- Proposed Stations
- Portal

Limit of Disturbance

- Surface
- Underground

Existing Transit

- MARC Stations
- MARC
- Metro Stations
- Metro
- Light Rail Stations
- Light Rail

Preliminary Engineering Design

- Traction Power Sub Station
- Central Instrument House

Historic Properties

- Area of Potential Effects
- NRHP Eligible Historic Property
- NRHP Listed Historic Property
- National Historic Landmark

Tax Parcel

Note that select historic property boundaries extend beyond the project's Area of Potential Effects.

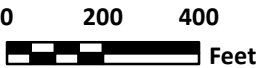
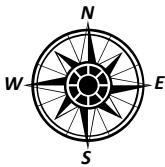
Index Map



Plate Series 3 - Section 106 Built Historic Properties

MTA - Red Line

Plate 6



Legend

Proposed Alignment

- At-Grade
- Aerial Structure
- Tunnel
- Proposed Stations
- Portal

Limit of Disturbance

- Surface
- Underground

Existing Transit

- MARC Stations
- MARC
- Metro Stations
- Metro
- Light Rail Stations
- Light Rail

Preliminary Engineering Design

- Traction Power Sub Station
- Central Instrument House

Historic Properties

- Area of Potential Effects
- NRHP Eligible Historic Property
- NRHP Listed Historic Property
- National Historic Landmark

Note that select historic property boundaries extend beyond the project's Area of Potential Effects.

Index Map

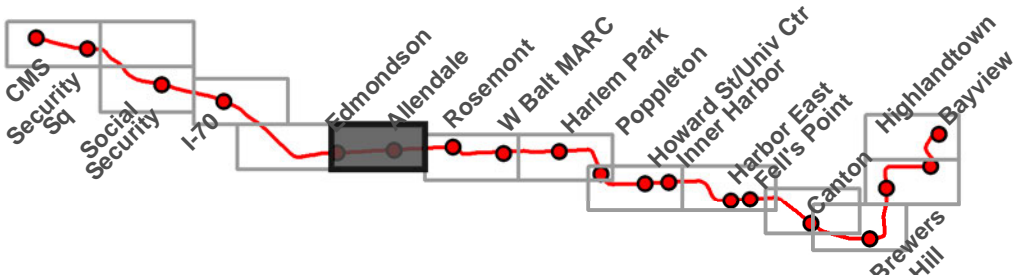
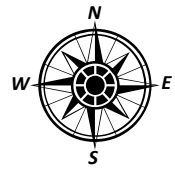


Plate Series 3 - Section 106 Built Historic Properties

MTA - Red Line

Plate 7







0 200 400



 Feet

Legend

Proposed Alignment

- At-Grade
-  Aerial Structure
-  Tunnel
-  Proposed Stations
-  Portal


Limit of Disturbance

-  Surface
 Underground





Existing Transit

- MARC Stations
- MARC
- Metro Stations
- Metro
- Light Rail Stations
- Light Rail

Preliminary Engineering Design

-  Traction Power Sub Station
 Central Instrument House

Historic Properties

-  Area of Potential Effects
 NRHP Eligible Historic Property
 NRHP Listed Historic Property
 National Historic Landmark

Note that select historic property boundaries extend beyond the project's Area of Potential Effects.

Index Map

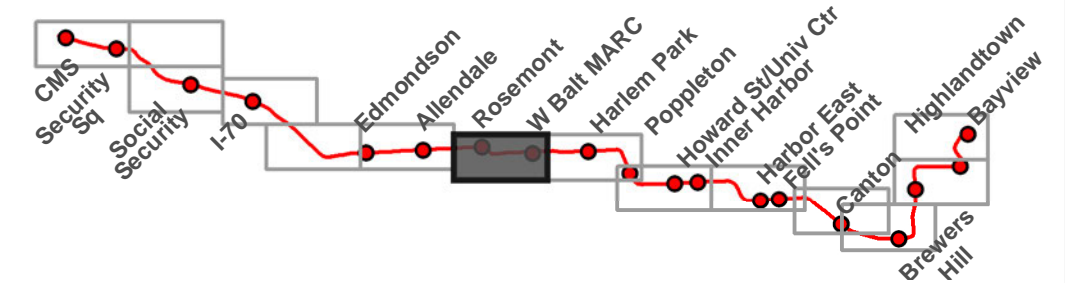
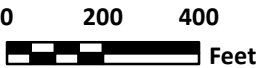
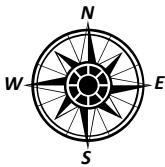


Plate Series 3 - Section 106 Built Historic Properties

MTA - Red Line

Plate 8



Legend

Proposed Alignment

- At-Grade
- Aerial Structure
- Tunnel
- Proposed Stations
- Portal

Limit of Disturbance

- Surface
- Underground

Existing Transit

- MARC Stations
- MARC
- Metro Stations
- Metro
- Light Rail Stations
- Light Rail

Preliminary Engineering Design

- Traction Power Sub Station
- Central Instrument House

Historic Properties

- Area of Potential Effects
- NRHP Eligible Historic Property
- NRHP Listed Historic Property
- National Historic Landmark

Note that select historic property boundaries extend beyond the project's Area of Potential Effects.

Index Map

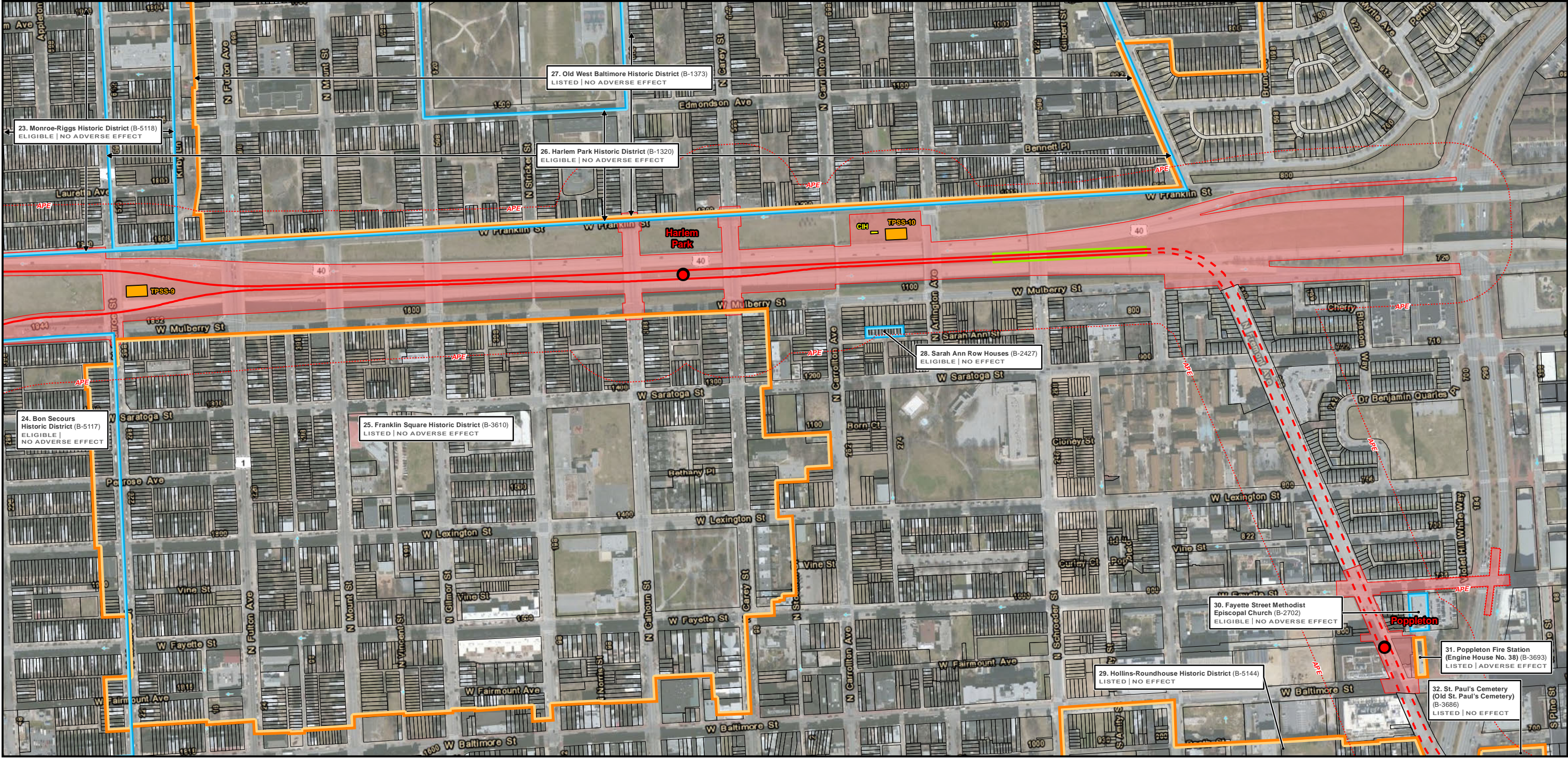
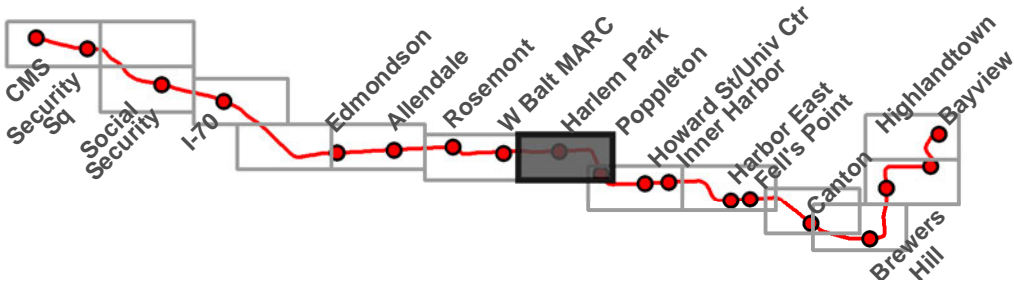
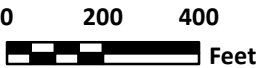
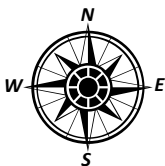


Plate Series 3 - Section 106 Built Historic Properties

MTA - Red Line

Plate 9



Legend

Proposed Alignment

- At-Grade
- Aerial Structure
- Tunnel
- Proposed Stations
- Portal

Limit of Disturbance

- Surface
- Underground

Existing Transit

- MARC Stations
- MARC
- Metro Stations
- Metro
- Light Rail Stations
- Light Rail

Preliminary Engineering Design

- Traction Power Sub Station
- Central Instrument House

Historic Properties

- Area of Potential Effects
- NRHP Eligible Historic Property
- NRHP Listed Historic Property
- National Historic Landmark
- Tax Parcel

Note that select historic property boundaries extend beyond the project's Area of Potential Effects.

Index Map

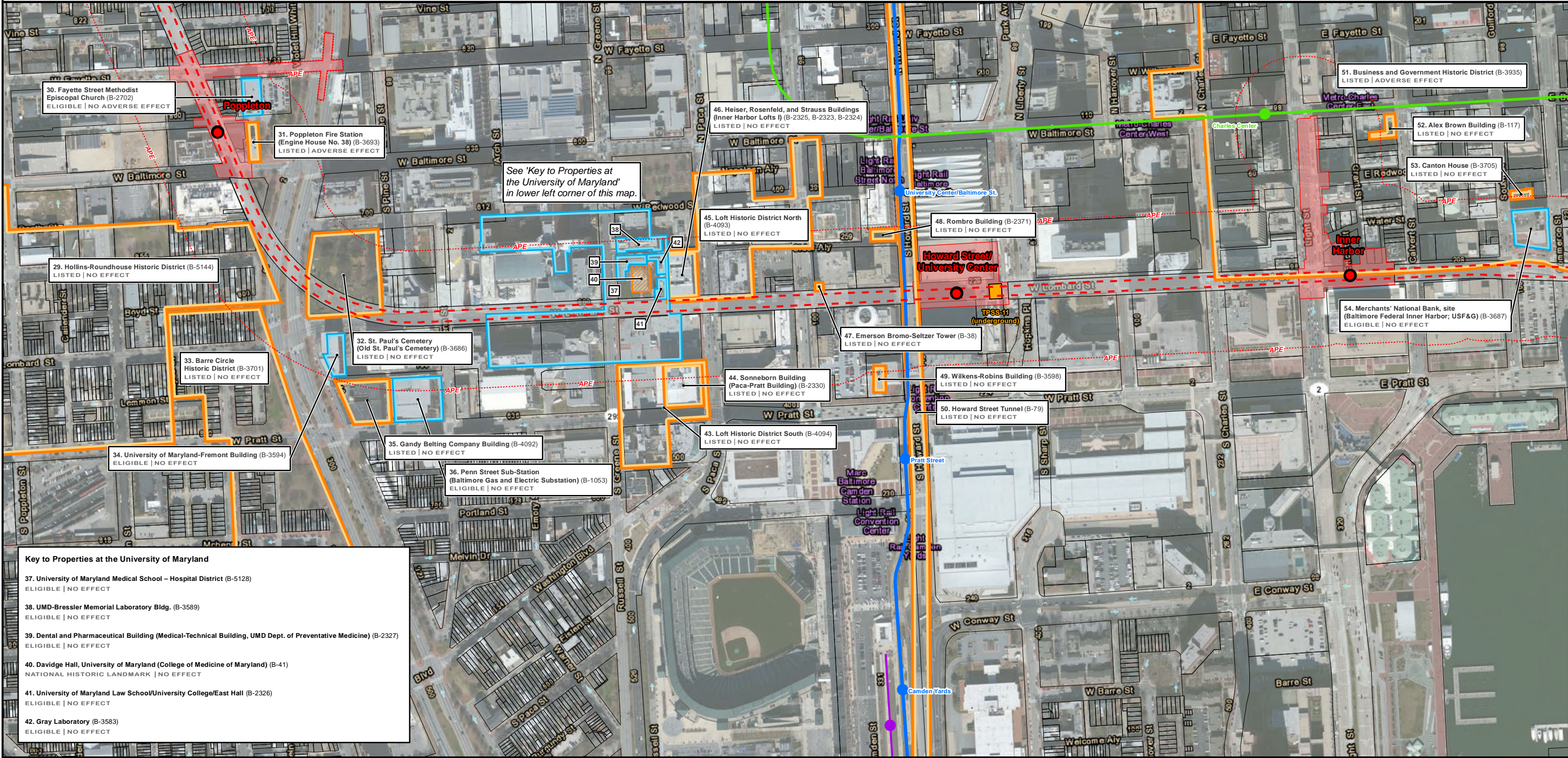
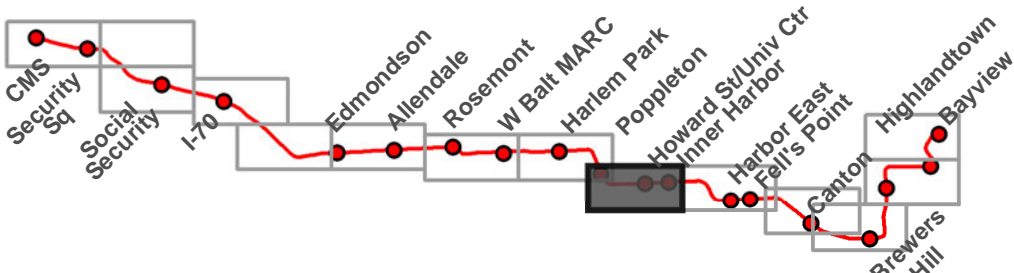
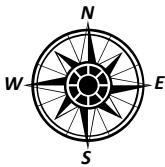


Plate Series 3 - Section 106 Built Historic Properties

MTA - Red Line

Plate 10



Legend

Proposed Alignment

- At-Grade
- Aerial Structure
- Tunnel
- Proposed Stations
- Portal

Limit of Disturbance

- Surface
- Underground

Existing Transit

- MARC Stations
- MARC
- Metro Stations
- Metro
- Light Rail Stations
- Light Rail

Preliminary Engineering Design

- Traction Power Sub Station
- Central Instrument House

Historic Properties

- Area of Potential Effects
- NRHP Eligible Historic Property
- NRHP Listed Historic Property
- National Historic Landmark

Tax Parcel

Note that select historic property boundaries extend beyond the project's Area of Potential Effects.

Index Map

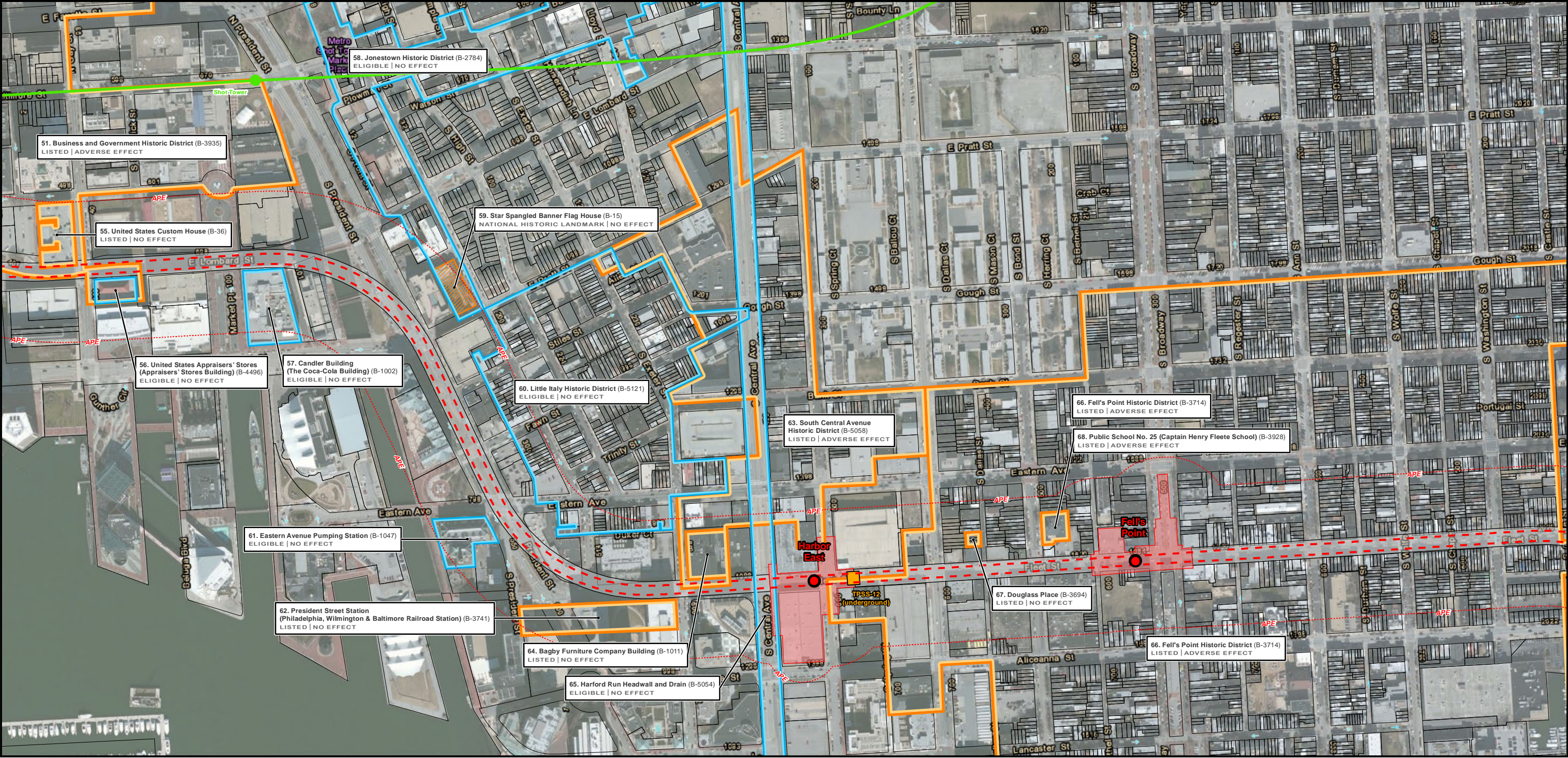
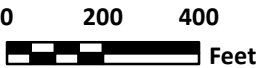
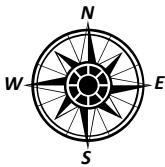


Plate Series 3 - Section 106 Built Historic Properties

MTA - Red Line

Plate 11



Legend

Proposed Alignment

- At-Grade
- Aerial Structure
- Tunnel
- Proposed Stations
- Portal

Limit of Disturbance

- Surface
- Underground

Existing Transit

- MARC Stations
- MARC
- Metro Stations
- Metro
- Light Rail Stations
- Light Rail

Preliminary Engineering Design

- Traction Power Sub Station
- Central Instrument House

Historic Properties

- Area of Potential Effects
- NRHP Eligible Historic Property
- NRHP Listed Historic Property
- National Historic Landmark

Note that select historic property boundaries extend beyond the project's Area of Potential Effects.

Index Map

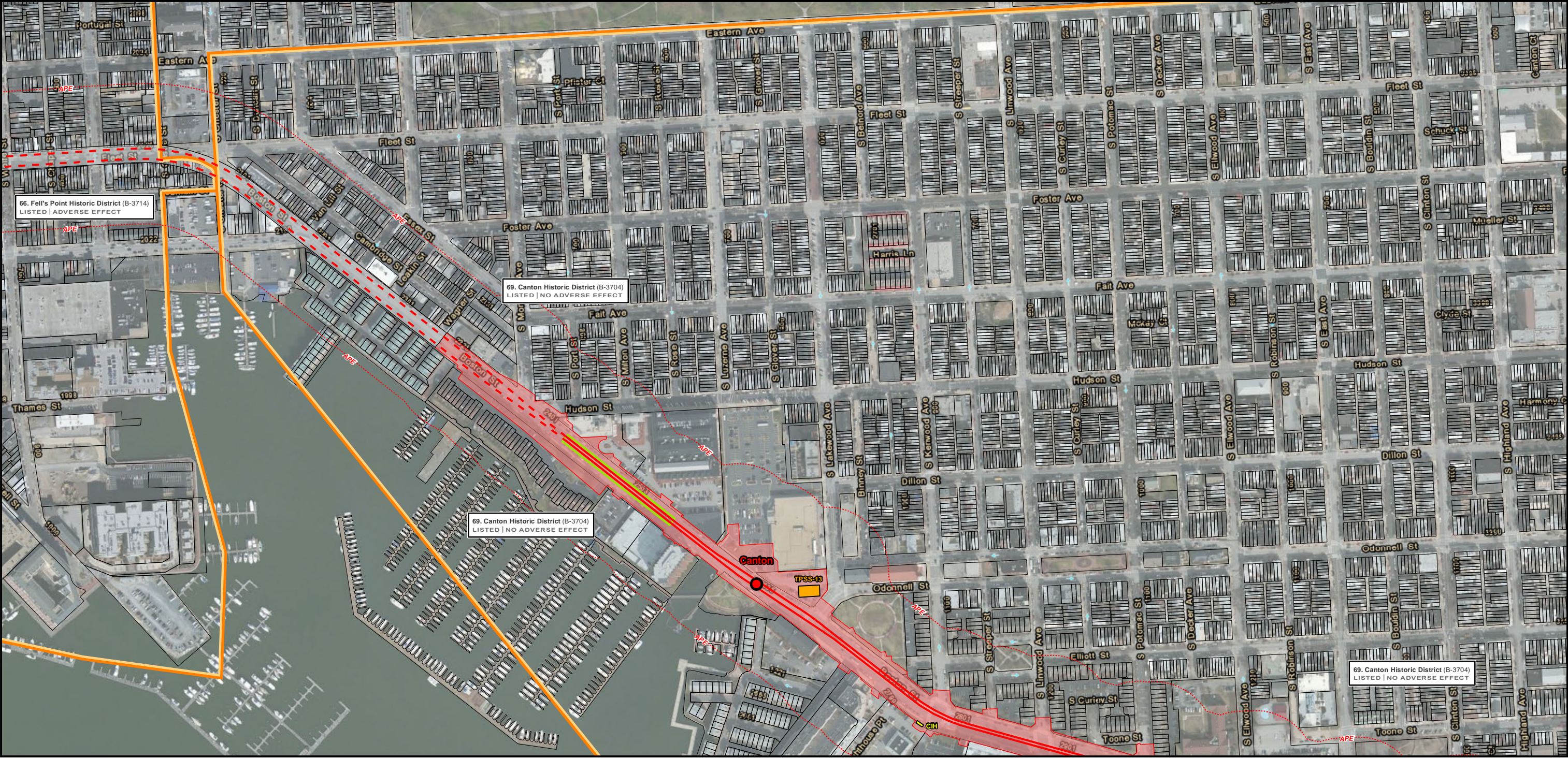
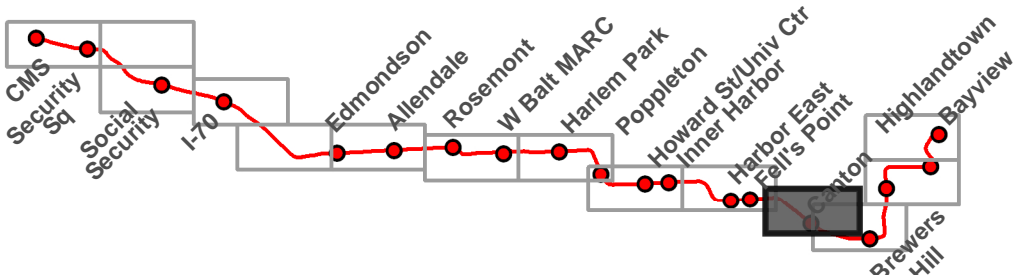
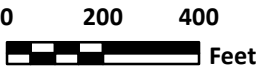
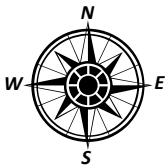


Plate Series 3 - Section 106 Built Historic Properties

MTA - Red Line
Plate 12



Legend

Proposed Alignment

- At-Grade
- Aerial Structure
- Tunnel
- Proposed Stations
- Portal

Limit of Disturbance

- Surface
- Underground

Existing Transit

- MARC Stations
- MARC
- Metro Stations
- Metro
- Light Rail Stations
- Light Rail

Preliminary Engineering Design

- Traction Power Sub Station
- Central Instrument House

Historic Properties

- Area of Potential Effects
- NRHP Eligible Historic Property
- NRHP Listed Historic Property
- National Historic Landmark

Tax Parcel

Note that select historic property boundaries extend beyond the project's Area of Potential Effects.

Index Map

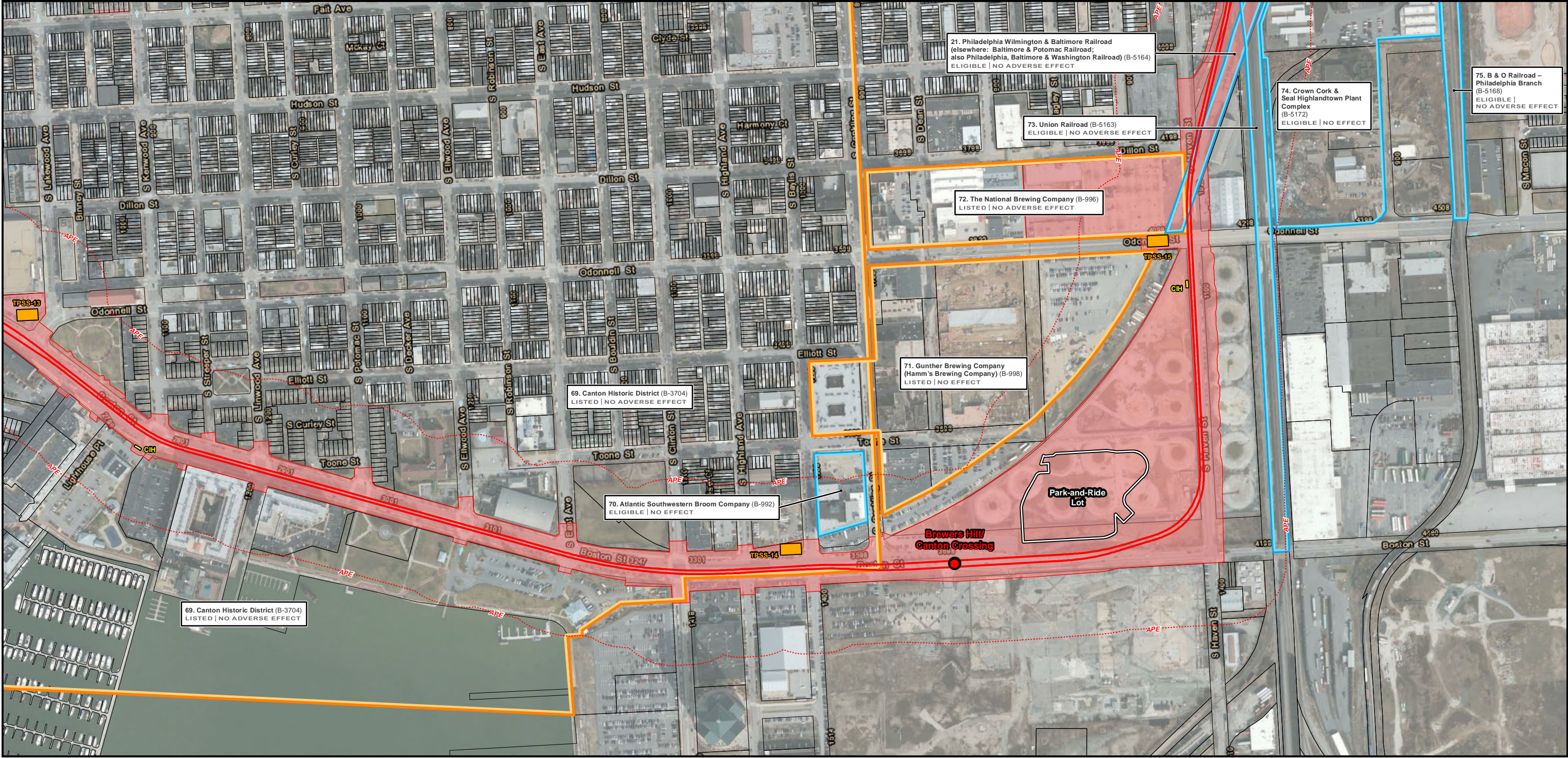
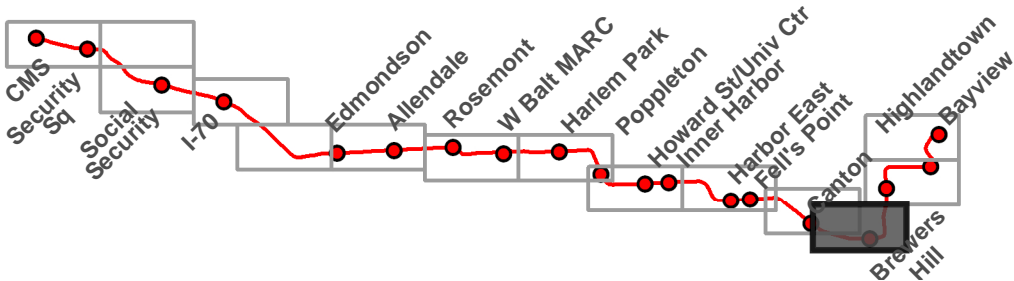
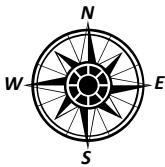


Plate Series 3 - Section 106 Built Historic Properties

MTA - Red Line

Plate 13



Legend

Proposed Alignment

- At-Grade
- Aerial Structure
- Tunnel
- Proposed Stations
- Portal

Limit of Disturbance

- Surface
- Underground

Existing Transit

- MARC Stations
- MARC
- Metro Stations
- Metro
- Light Rail Stations
- Light Rail

Preliminary Engineering Design

- Traction Power Sub Station
- Central Instrument House

Historic Properties

- Area of Potential Effects
- NRHP Eligible Historic Property
- NRHP Listed Historic Property
- National Historic Landmark

Tax Parcel

Note that select historic property boundaries extend beyond the project's Area of Potential Effects.

Index Map

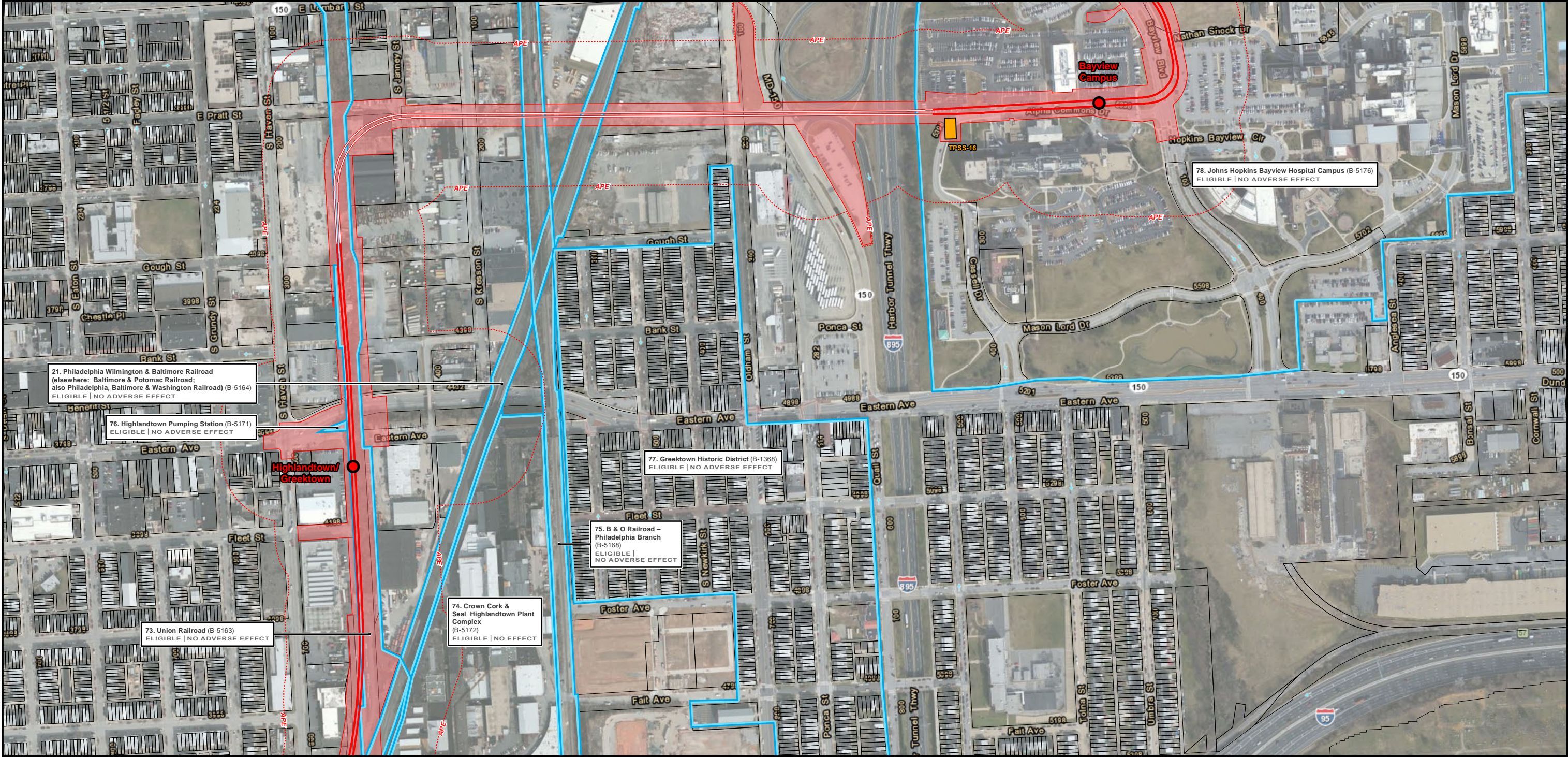
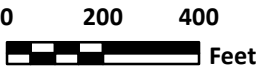
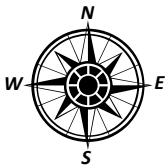


Plate Series 3 - Section 106 Built Historic Properties

MTA - Red Line
Plate 14



Legend

Proposed Alignment

- At-Grade
- Aerial Structure
- Tunnel
- Proposed Stations
- Portal

Limit of Disturbance

- Surface
- Underground

Existing Transit

- MARC Stations
- MARC
- Metro Stations
- Metro
- Light Rail Stations
- Light Rail

Preliminary Engineering Design

- Traction Power Sub Station
- Central Instrument House

Historic Properties

- Area of Potential Effects
- NRHP Eligible Historic Property
- NRHP Listed Historic Property
- National Historic Landmark

Tax Parcel

Note that select historic property boundaries extend beyond the project's Area of Potential Effects.

Index Map

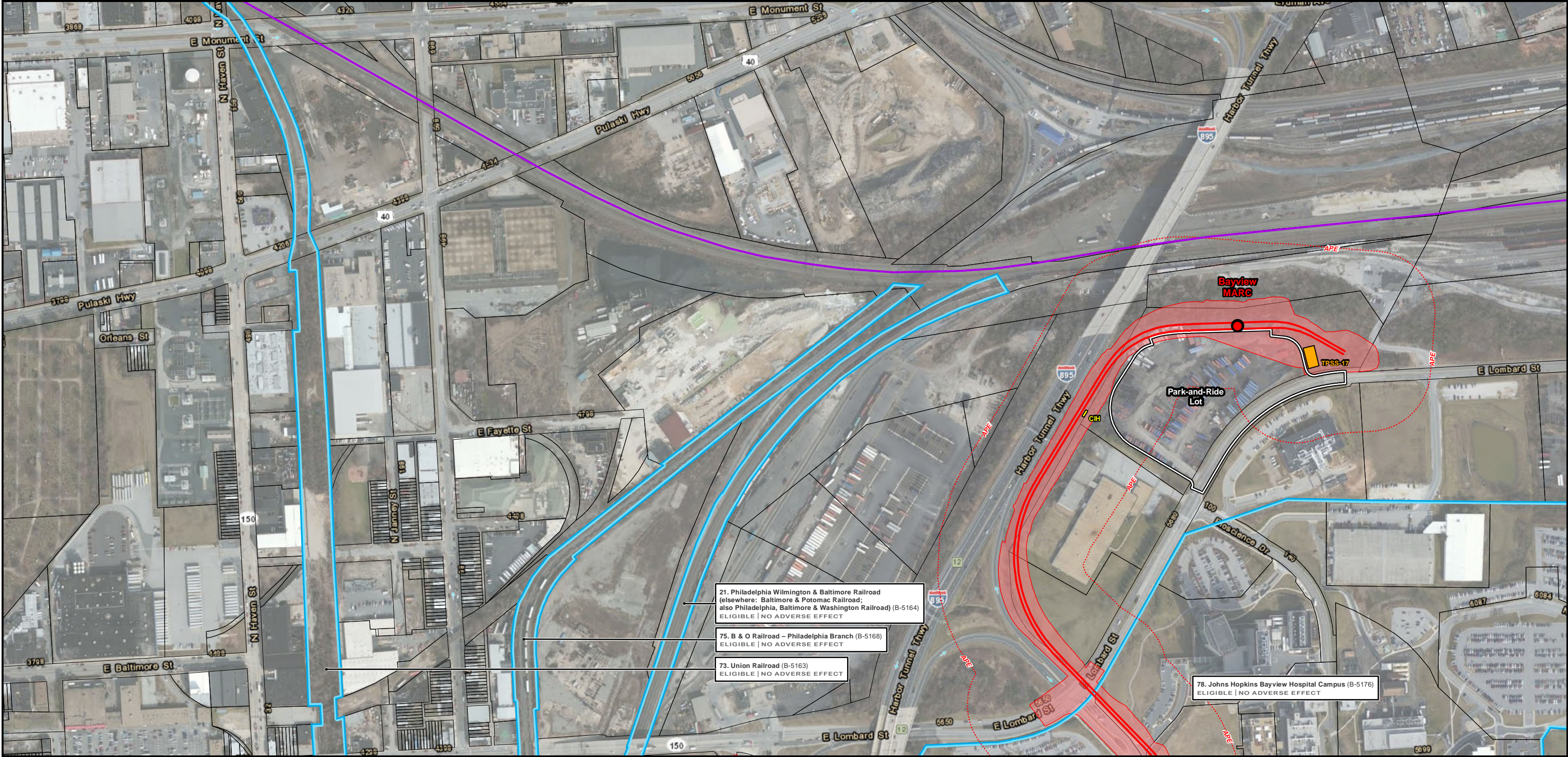
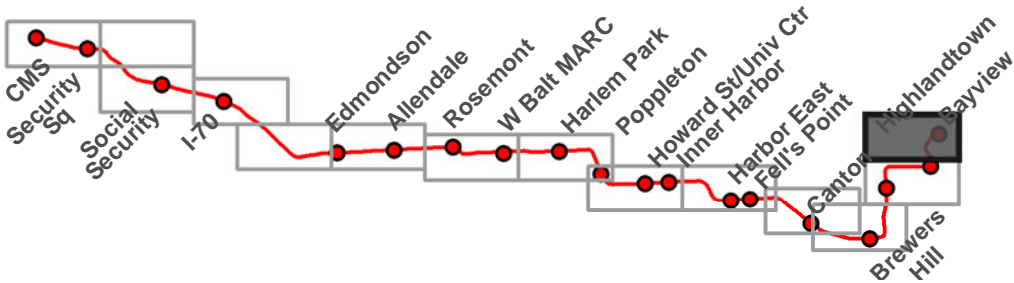
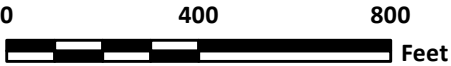
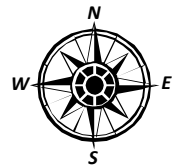


Plate Series 4 - Archeology

MTA - Red Line

Plate 1



Legend

Proposed Alignment

- At-Grade
- Aerial Structure
- Tunnel
- Proposed Stations

Limit of Disturbance

- Surface
- Underground

Existing Transit

- MARC Stations
- MARC
- Metro Stations
- Metro
- Light Rail Stations
- Light Rail

Preliminary Engineering Design

- Traction Power Sub Station
- Central Instrument House

Archeology

- Private Ownership
- Federal Ownership
- State Ownership
- City/County Ownership

- Tax Parcel
- Sensitivity_Areas_2012_09_07
- Historic District

Index Map

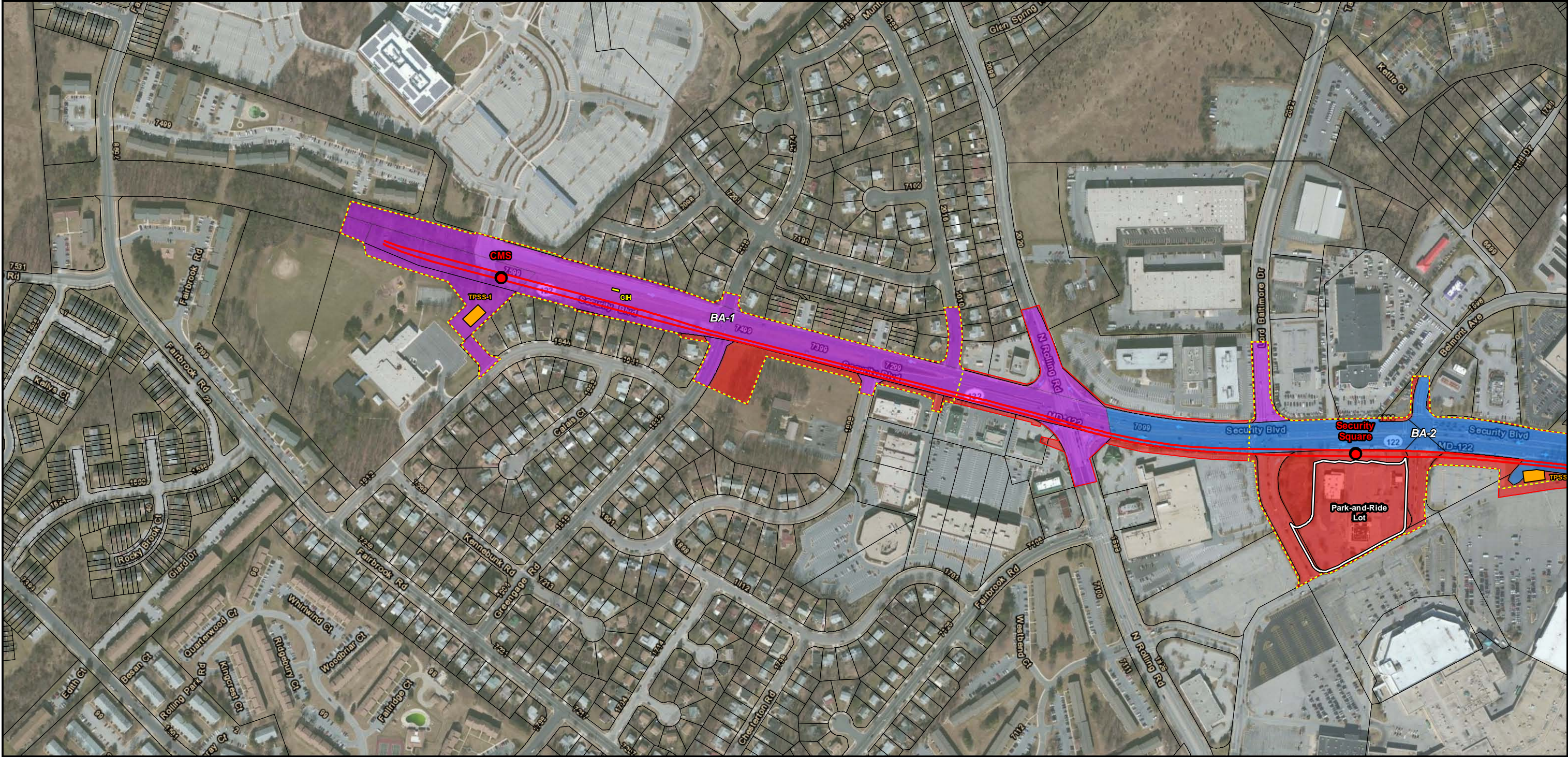
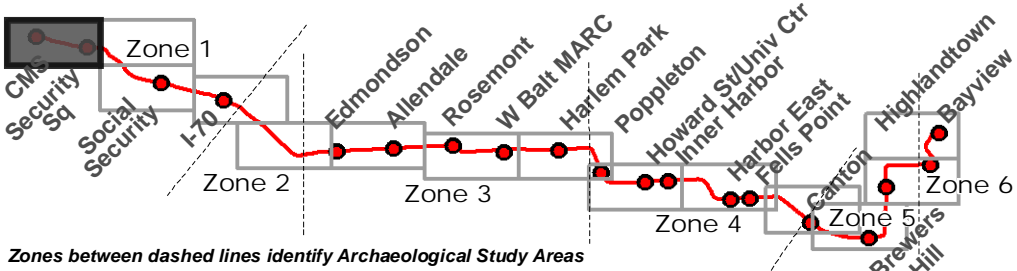
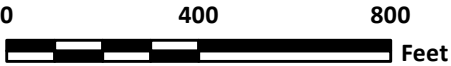
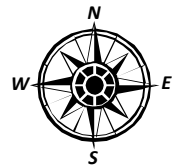


Plate Series 4 - Archeology

MTA - Red Line

Plate 2



Legend

Proposed Alignment

- At-Grade
- Aerial Structure
- Tunnel
- Proposed Stations

Limit of Disturbance

- Surface
- Underground

Existing Transit

- MARC Stations
- MARC
- Metro Stations
- Metro
- Light Rail Stations
- Light Rail

Preliminary Engineering Design

- Traction Power Sub Station
- Central Instrument House

Archeology

- Private Ownership
- Federal Ownership
- State Ownership
- City/County Ownership

- Tax Parcel
- Sensitivity_Areas_2012_09_07
- Historic District

Index Map

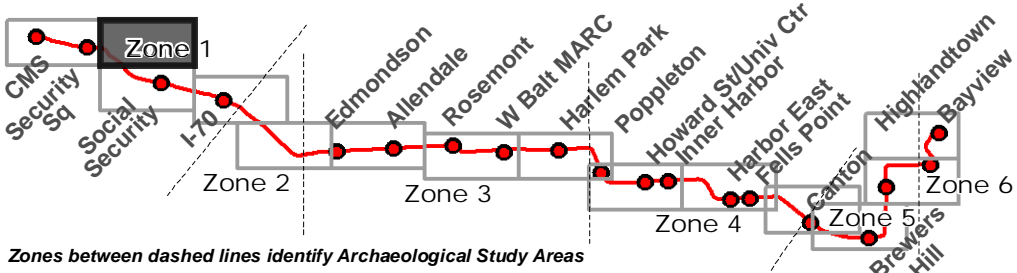
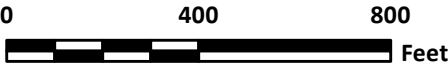
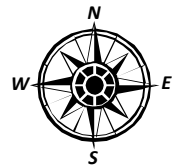


Plate Series 4 - Archeology

MTA - Red Line

Plate 3



Legend

Proposed Alignment

- At-Grade
- Aerial Structure
- Tunnel
- Proposed Stations

Limit of Disturbance

- Surface
- Underground

Existing Transit

- MARC Stations
- MARC
- Metro Stations
- Metro
- Light Rail Stations
- Light Rail

Preliminary Engineering Design

- Traction Power Sub Station
- Central Instrument House

Archeology

- Private Ownership
- Federal Ownership
- State Ownership
- City/County Ownership

- Tax Parcel
- Sensitivity_Areas_2012_09_07
- Historic District

Index Map

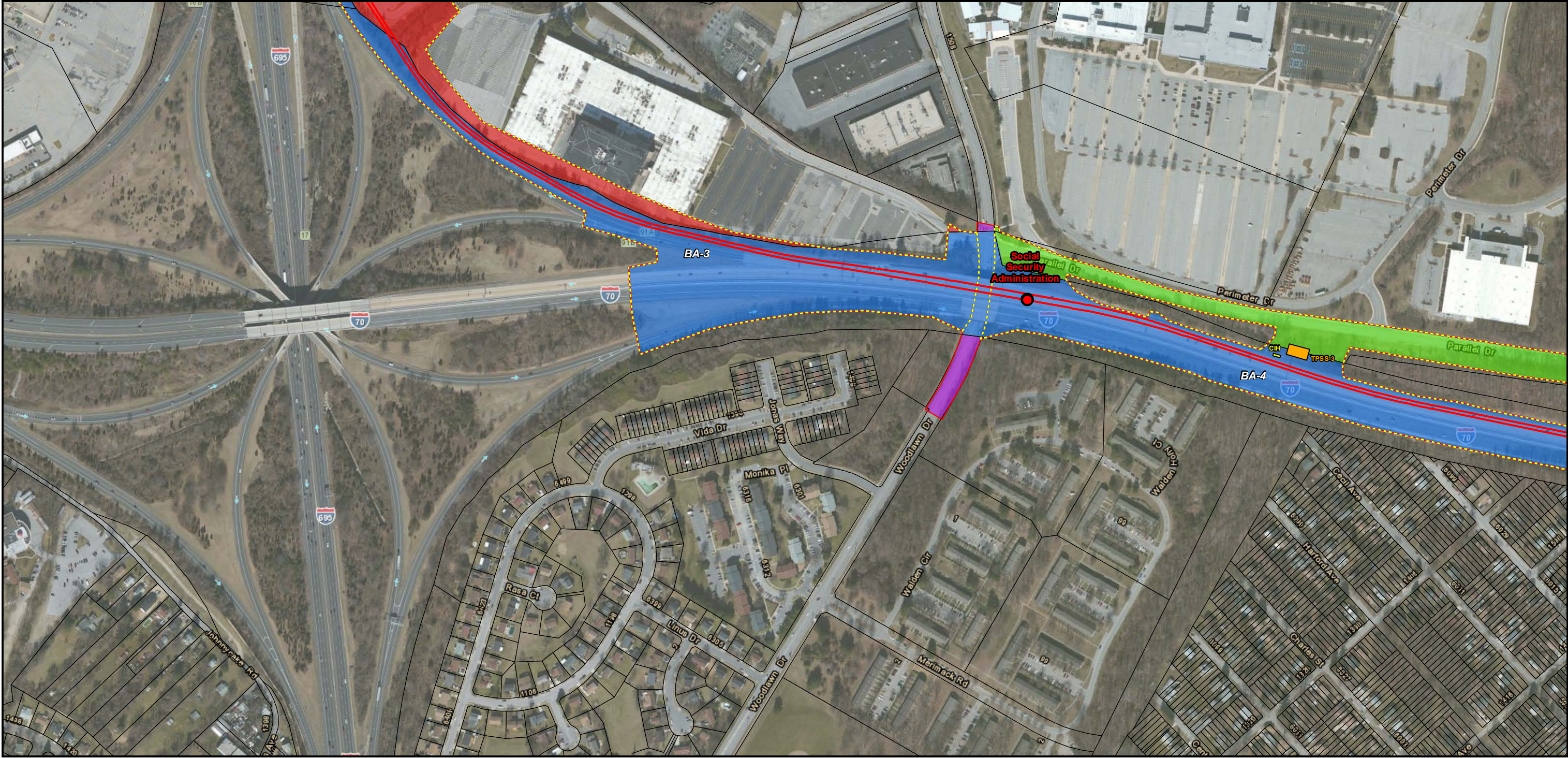
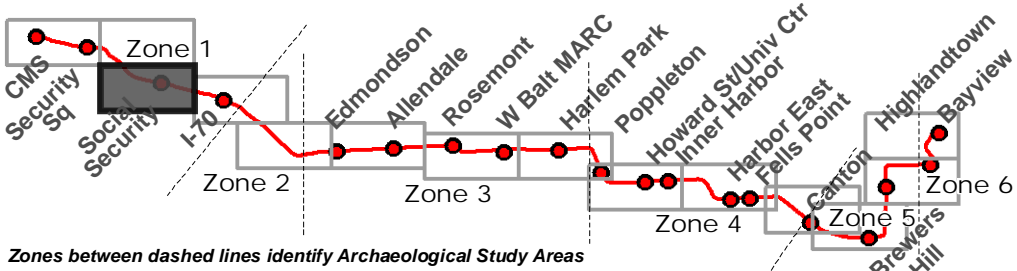
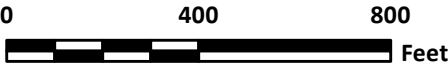
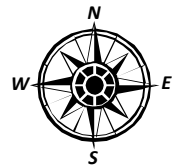


Plate Series 4 - Archeology

MTA - Red Line

Plate 4



Legend

Proposed Alignment

- At-Grade
- Aerial Structure
- Tunnel
- Proposed Stations

Limit of Disturbance

- Surface
- Underground

Existing Transit

- MARC Stations
- MARC
- Metro Stations
- Metro
- Light Rail Stations
- Light Rail

Preliminary Engineering Design

- Traction Power Sub Station
- Central Instrument House

Archeology

- Private Ownership
- Federal Ownership
- State Ownership
- City/County Ownership

- Tax Parcel
- Sensitivity_Areas_2012_09_07
- Historic District

Index Map

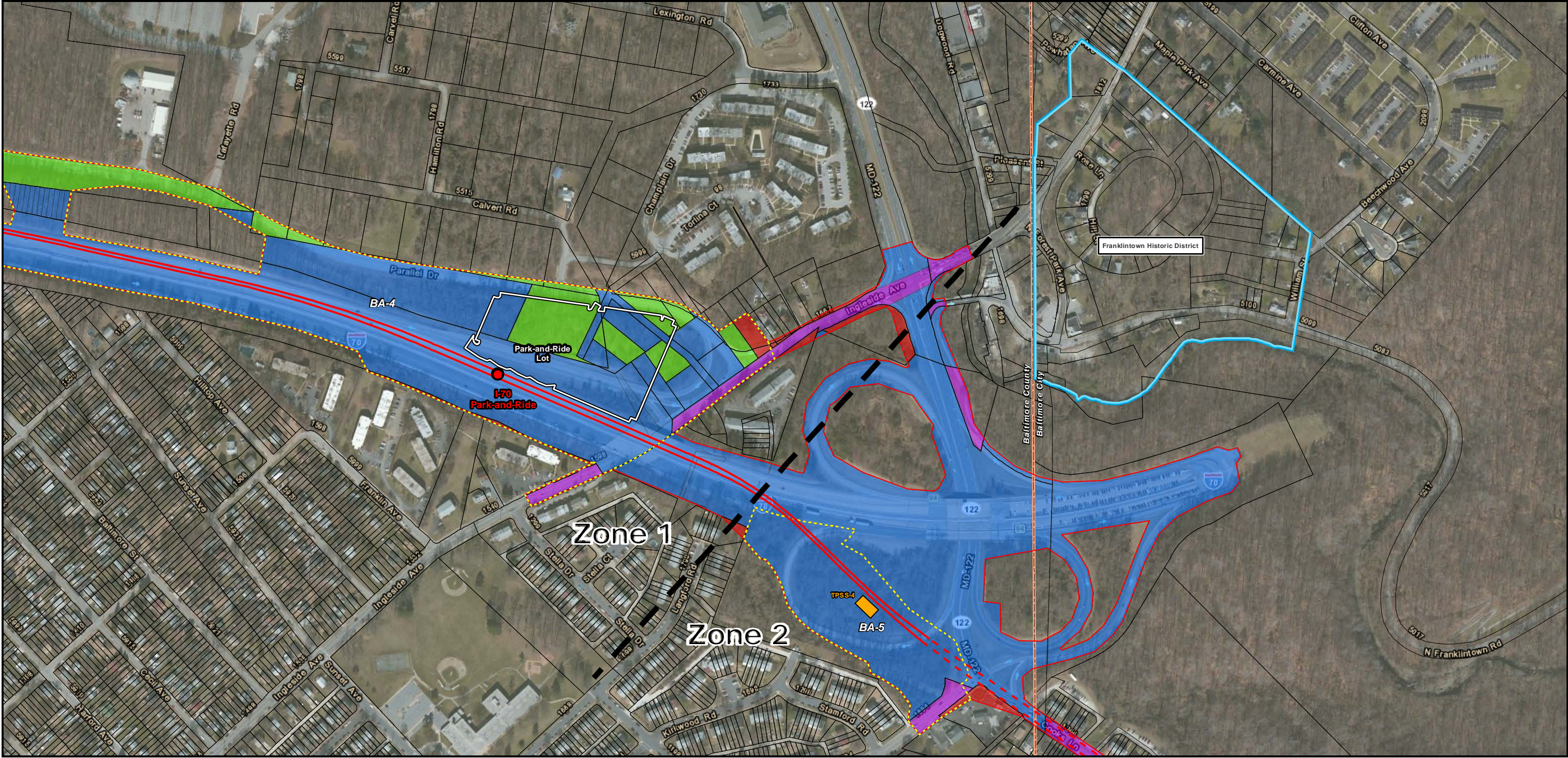
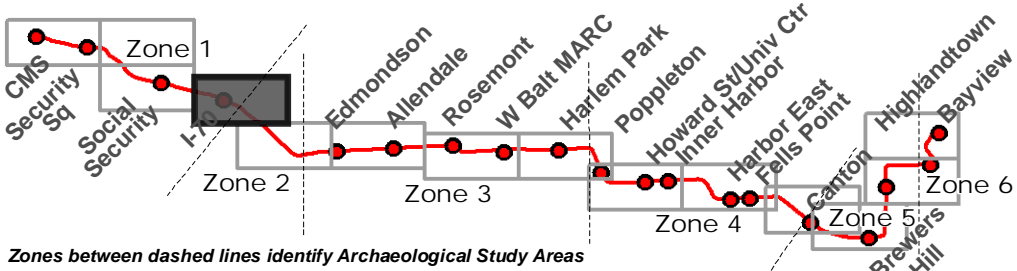
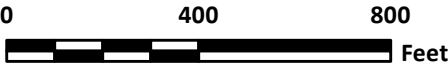
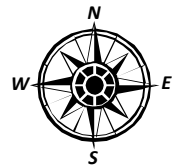


Plate Series 4 - Archeology

MTA - Red Line

Plate 5



Legend

Proposed Alignment

- At-Grade
- Aerial Structure
- Tunnel
- Proposed Stations

Limit of Disturbance

- Surface
- Underground

Existing Transit

- MARC Stations
- MARC
- Metro Stations
- Metro
- Light Rail Stations
- Light Rail

Preliminary Engineering Design

- Traction Power Sub Station
- Central Instrument House

Archeology

- Private Ownership
- Federal Ownership
- State Ownership
- City/County Ownership

- Tax Parcel
- Sensitivity_Areas_2012_09_07
- Historic District

Index Map

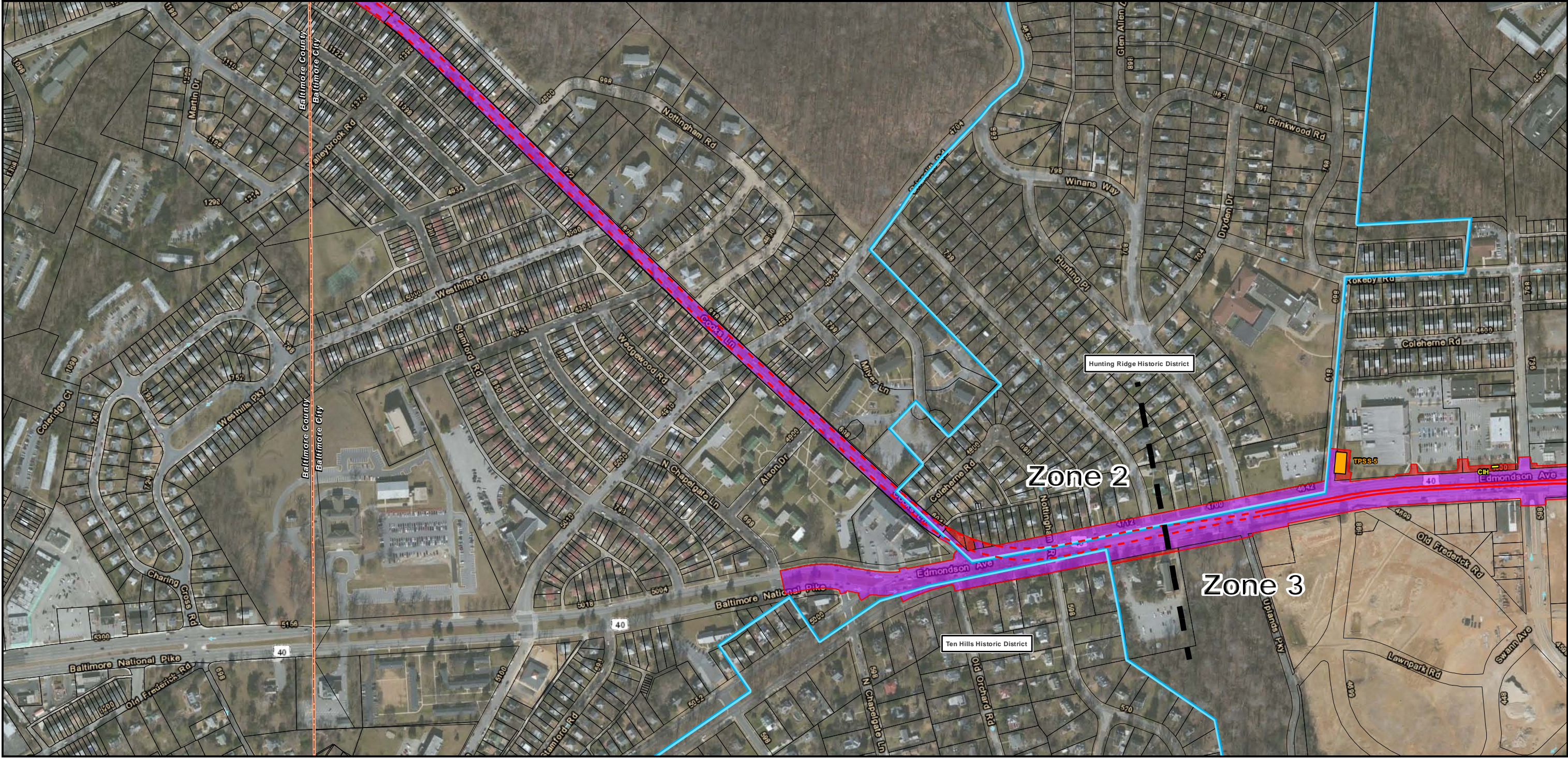
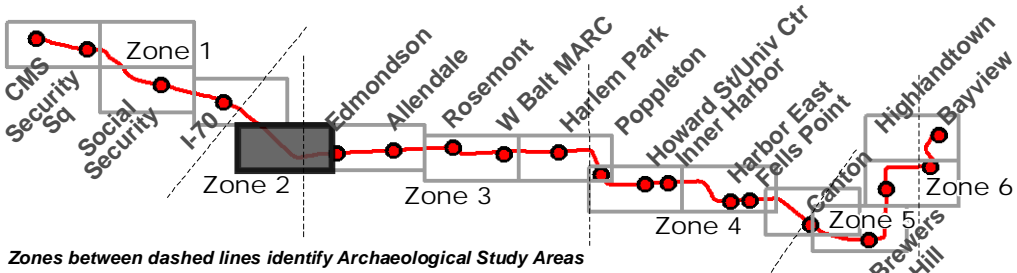
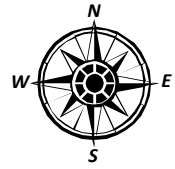


Plate Series 4 - Archeology

MTA - Red Line





Plate 6




0 400 800
Feet

Legend







Proposed Alignment

-  At-Grade
-  Aerial Structure
-  Tunnel
-  Proposed Stations


Limit of Disturbance

-  Surface
 Underground





Existing Transit




-  MARC Stations
-  MARC
-  Metro Stations
-  Metro
-  Light Rail Stations
-  Light Rail

Preliminary Engineering Design

-  Traction Power Sub Station
 Central Instrument House

Archeology

-  Private Ownership
-  Federal Ownership
-  State Ownership
-  City/County Ownership

-  Tax Parcel
 **BA-1** Sensitivity_Areas_2012_09_07
 Historic District

Index Map

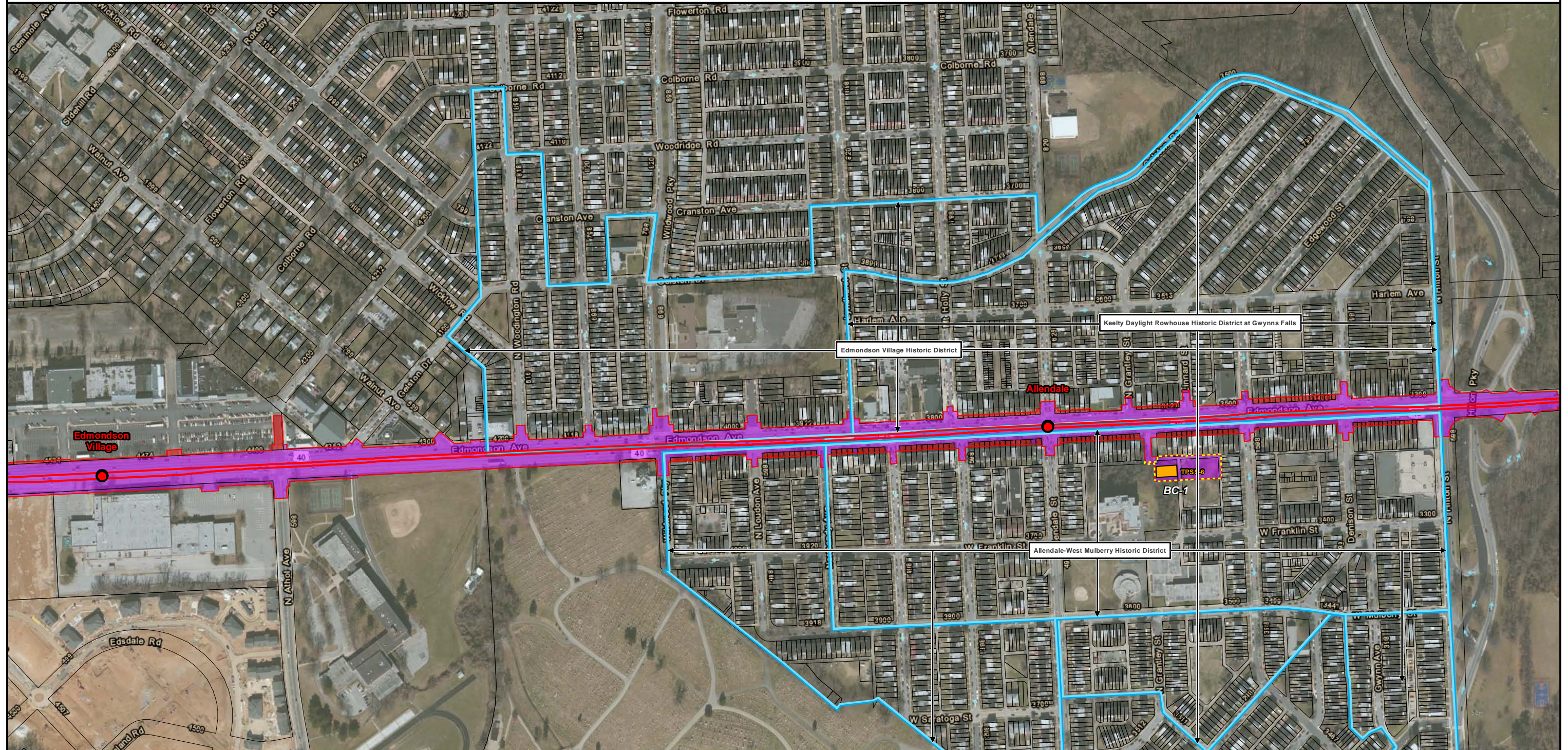
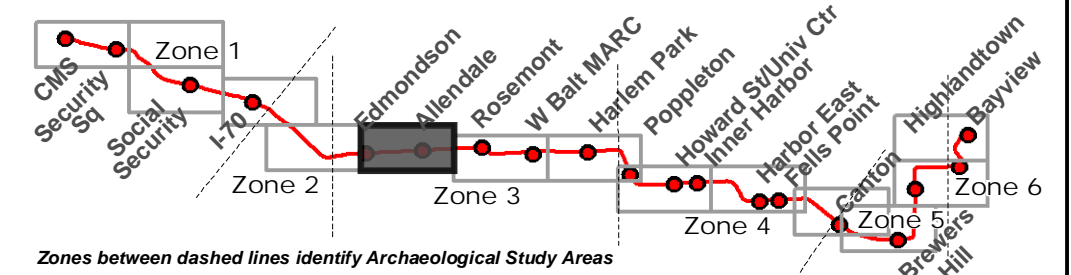
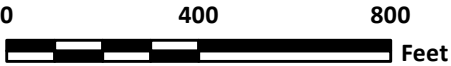
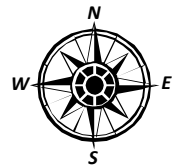


Plate Series 4 - Archeology

MTA - Red Line

Plate 7



Legend

Proposed Alignment

- At-Grade
- Aerial Structure
- Tunnel
- Proposed Stations

Limit of Disturbance

- Surface
- Underground

Existing Transit

- MARC Stations
- MARC
- Metro Stations
- Metro
- Light Rail Stations
- Light Rail

Preliminary Engineering Design

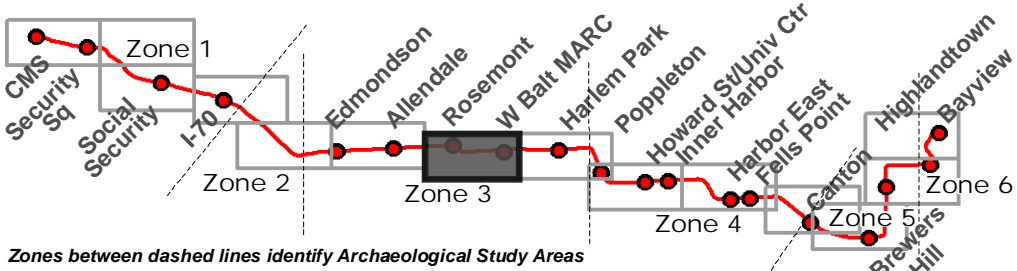
- Traction Power Sub Station
- Central Instrument House

Archeology

- Private Ownership
- Federal Ownership
- State Ownership
- City/County Ownership

- Tax Parcel
- Sensitivity_Areas_2012_09_07
- Historic District

Index Map



Zones between dashed lines identify Archaeological Study Areas

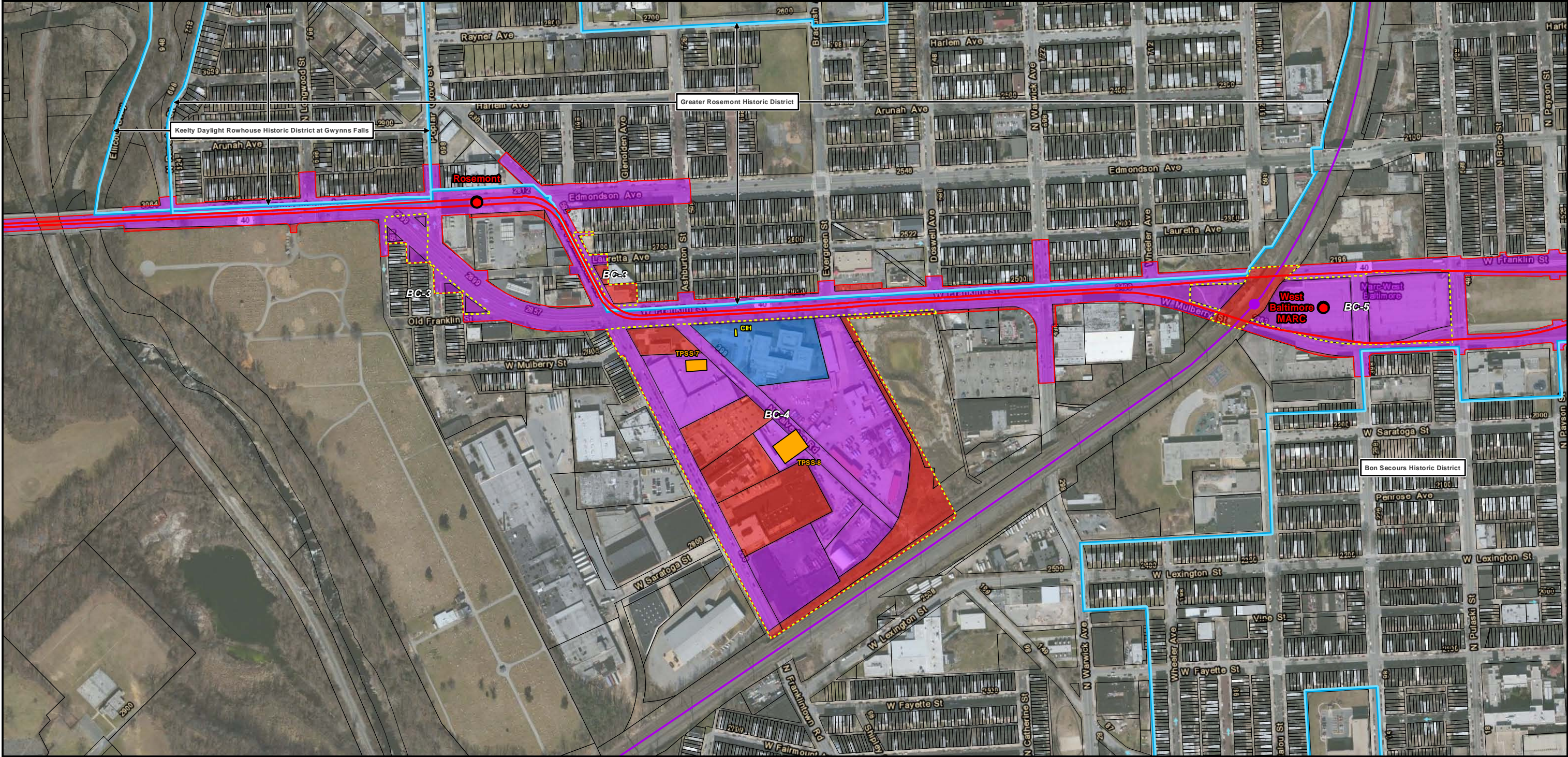
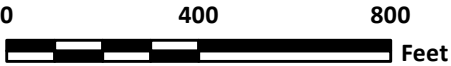
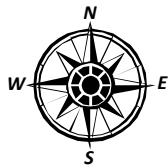


Plate Series 4 - Archeology

MTA - Red Line

Plate 8



Legend

Proposed Alignment

- At-Grade
- Aerial Structure
- Tunnel
- Proposed Stations

Limit of Disturbance

- Surface
- Underground

Existing Transit

- MARC Stations
- MARC
- Metro Stations
- Metro
- Light Rail Stations
- Light Rail

Preliminary Engineering Design

- Traction Power Sub Station
- Central Instrument House

Archeology

- Private Ownership
- Federal Ownership
- State Ownership
- City/County Ownership

- Tax Parcel
- Sensitivity_Areas_2012_09_07
- Historic District

Index Map

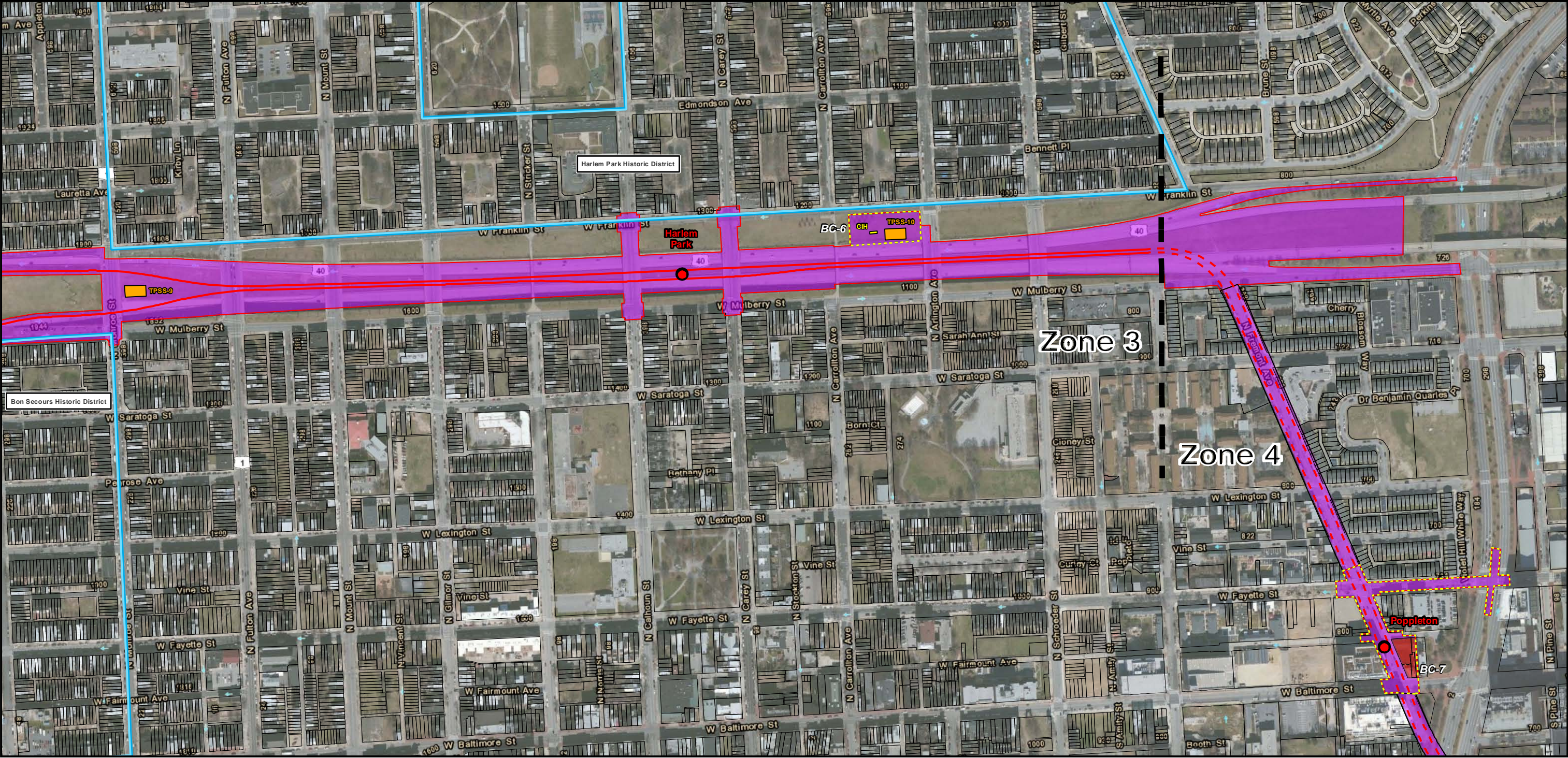
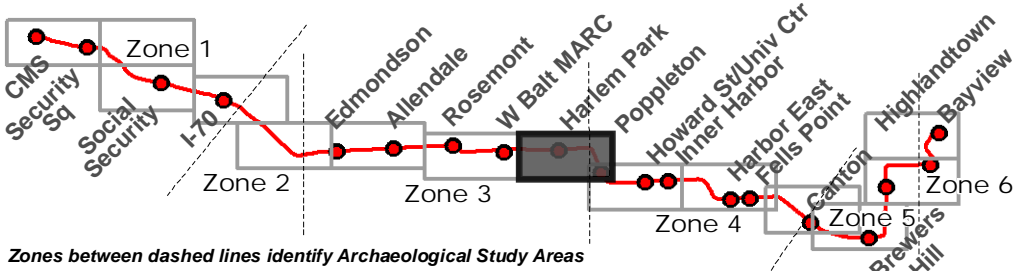
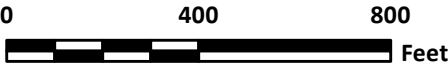
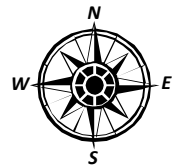


Plate Series 4 - Archeology

MTA - Red Line

Plate 9



Legend

Proposed Alignment

- At-Grade
- Aerial Structure
- Tunnel
- Proposed Stations

Limit of Disturbance

- Surface
- Underground

Existing Transit

- MARC Stations
- MARC
- Metro Stations
- Metro
- Light Rail Stations
- Light Rail

Preliminary Engineering Design

- Traction Power Sub Station
- Central Instrument House

Archeology

- Private Ownership
- Federal Ownership
- State Ownership
- City/County Ownership

- Tax Parcel
- Sensitivity_Areas_2012_09_07
- Historic District

Index Map

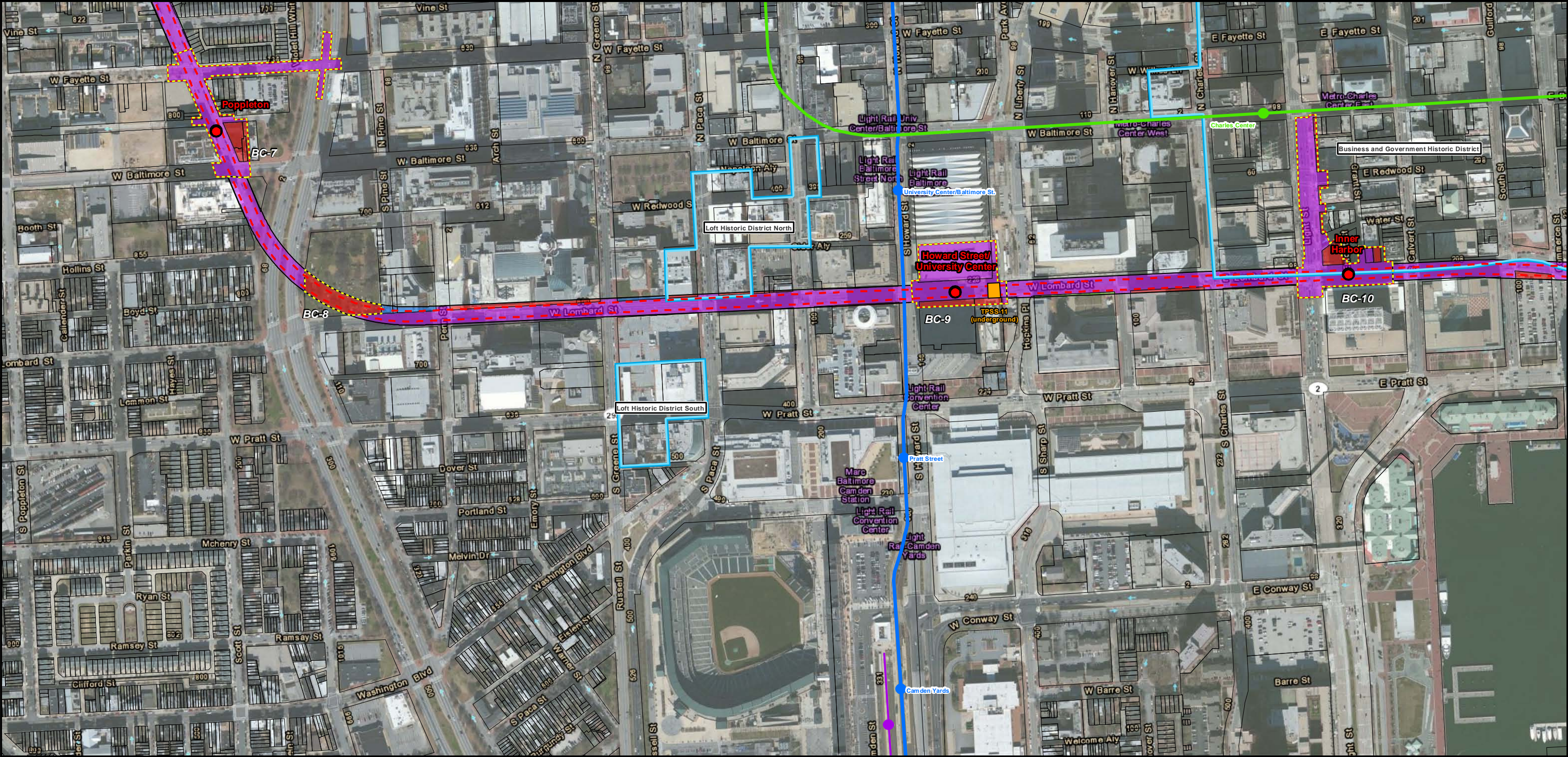
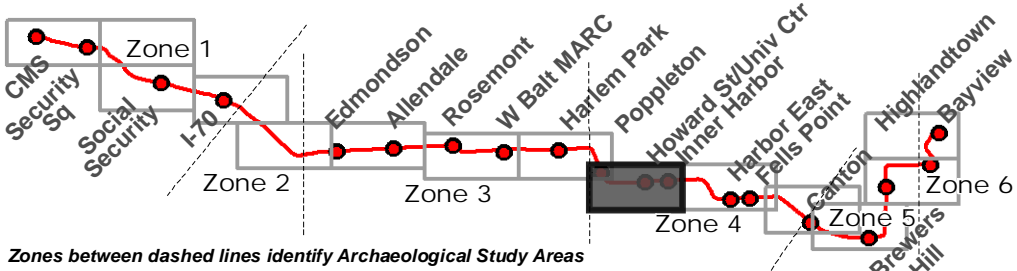
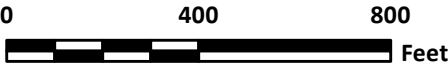
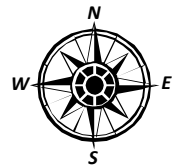


Plate Series 4 - Archeology

MTA - Red Line

Plate 10



Legend

Proposed Alignment

- At-Grade
- Aerial Structure
- Tunnel
- Proposed Stations

Limit of Disturbance

- Surface
- Underground

Existing Transit

- MARC Stations
- MARC
- Metro Stations
- Metro
- Light Rail Stations
- Light Rail

Preliminary Engineering Design

- Traction Power Sub Station
- Central Instrument House

Archeology

- Private Ownership
- Federal Ownership
- State Ownership
- City/County Ownership

- Tax Parcel
- Sensitivity_Areas_2012_09_07
- Historic District

Index Map

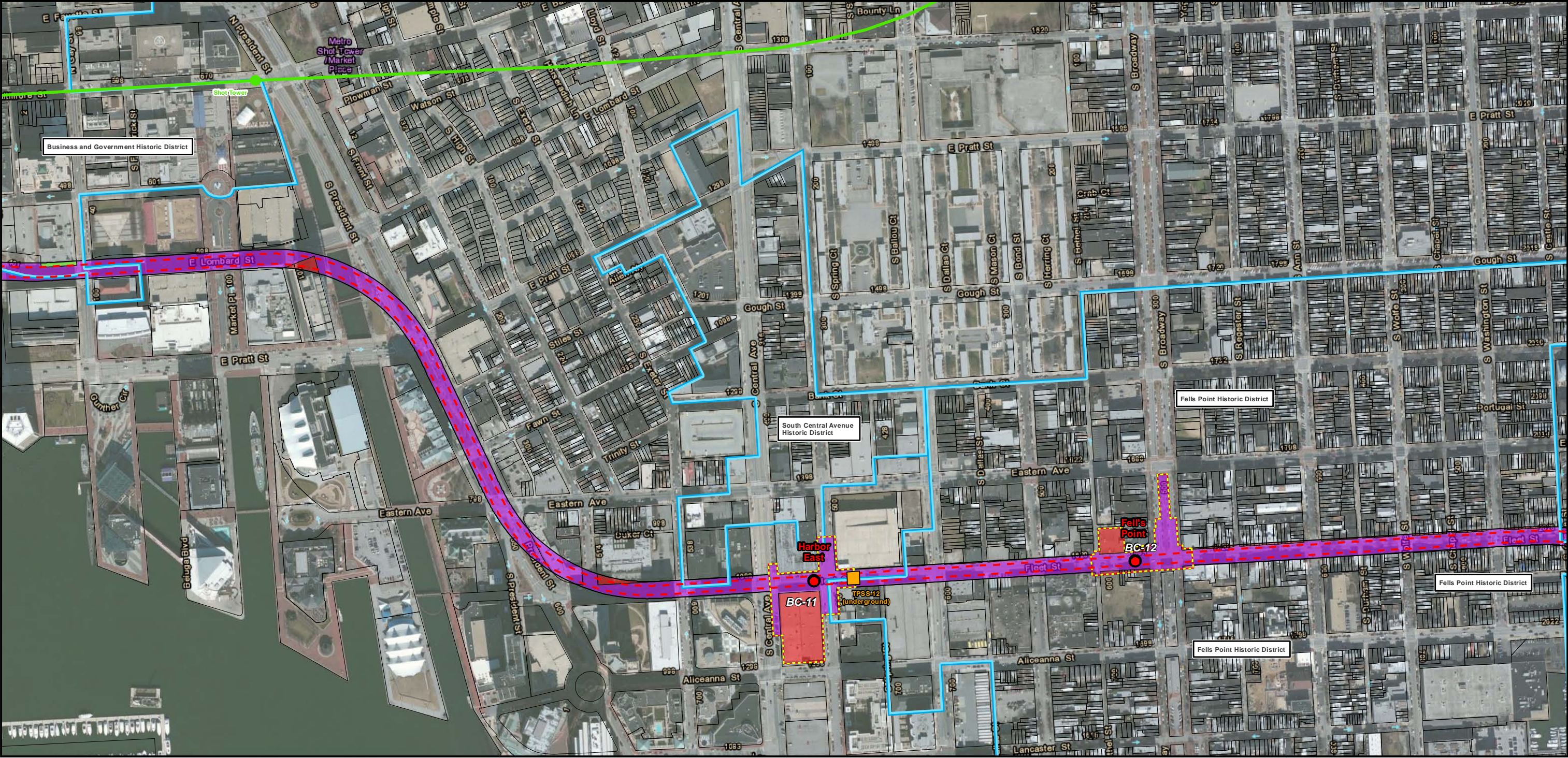
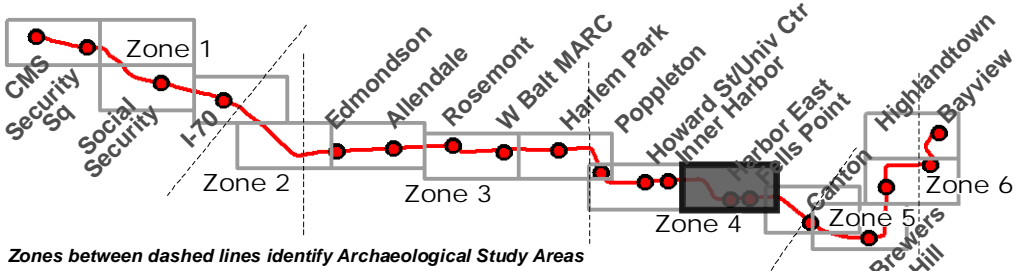
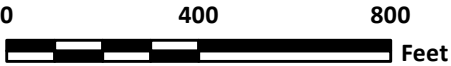
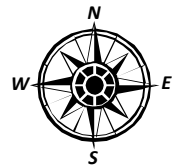


Plate Series 4 - Archeology

MTA - Red Line

Plate 11



Legend

Proposed Alignment

- At-Grade
- Aerial Structure
- Tunnel
- Proposed Stations

Limit of Disturbance

- Surface
- Underground

Existing Transit

- MARC Stations
- MARC
- Metro Stations
- Metro
- Light Rail Stations
- Light Rail

Preliminary Engineering Design

- Traction Power Sub Station
- Central Instrument House

Archeology

- Private Ownership
- Federal Ownership
- State Ownership
- City/County Ownership

- Tax Parcel
- Sensitivity_Areas_2012_09_07
- Historic District

Index Map

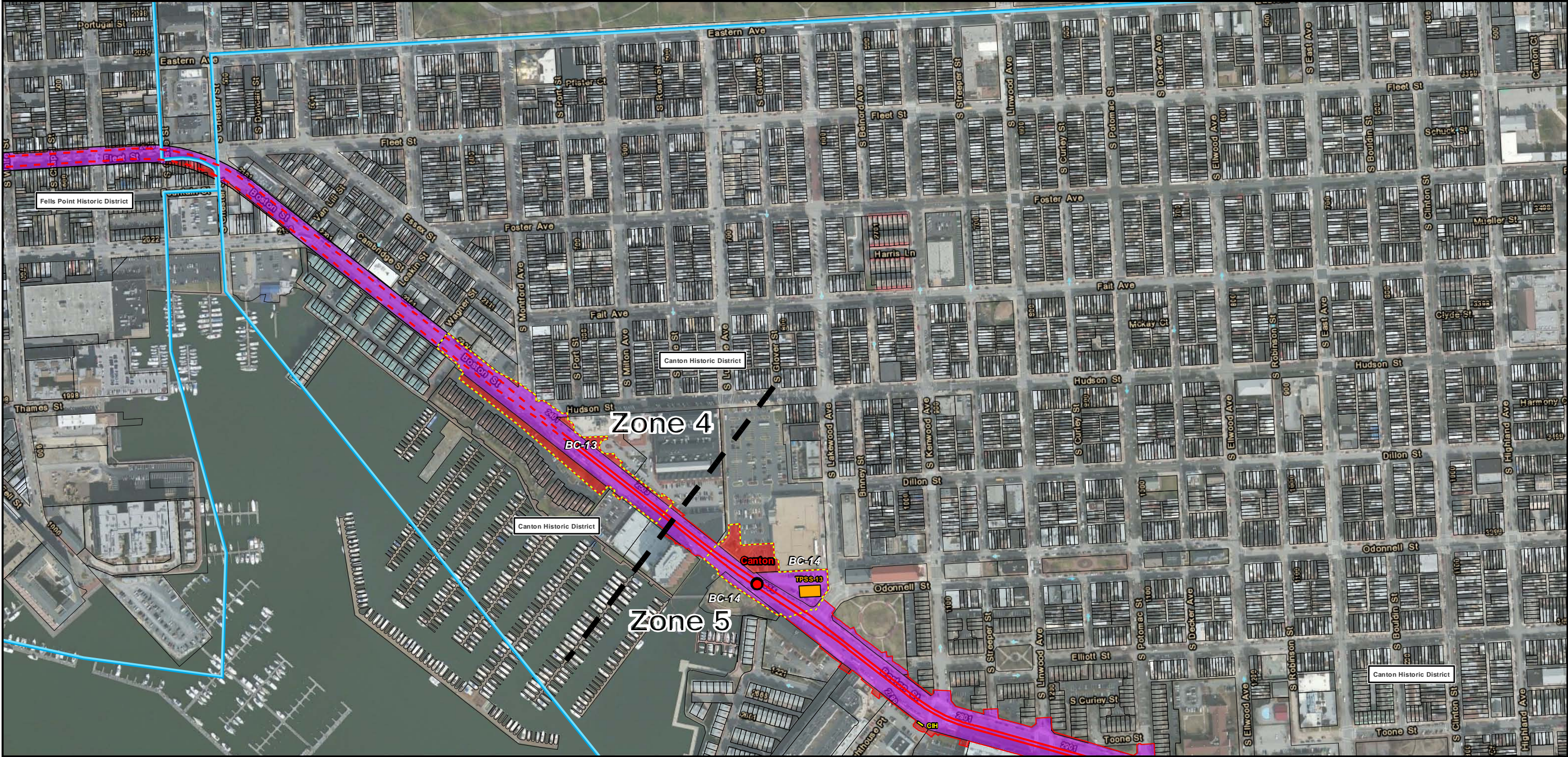
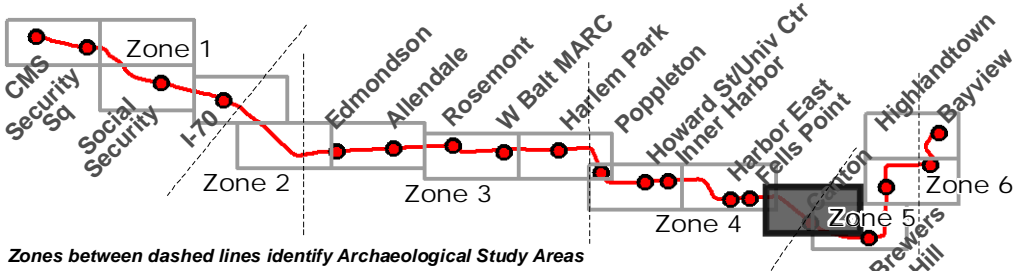
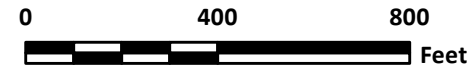
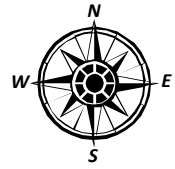


Plate Series 4 - Archeology

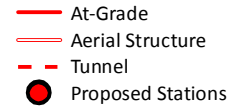
MTA - Red Line

Plate 12

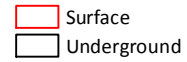


Legend

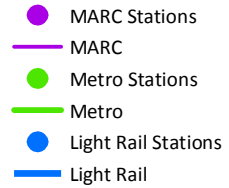
Proposed Alignment



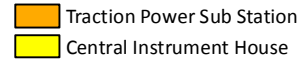
Limit of Disturbance



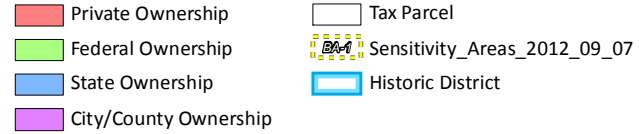
Existing Transit



Preliminary Engineering Design



Archeology



Index Map

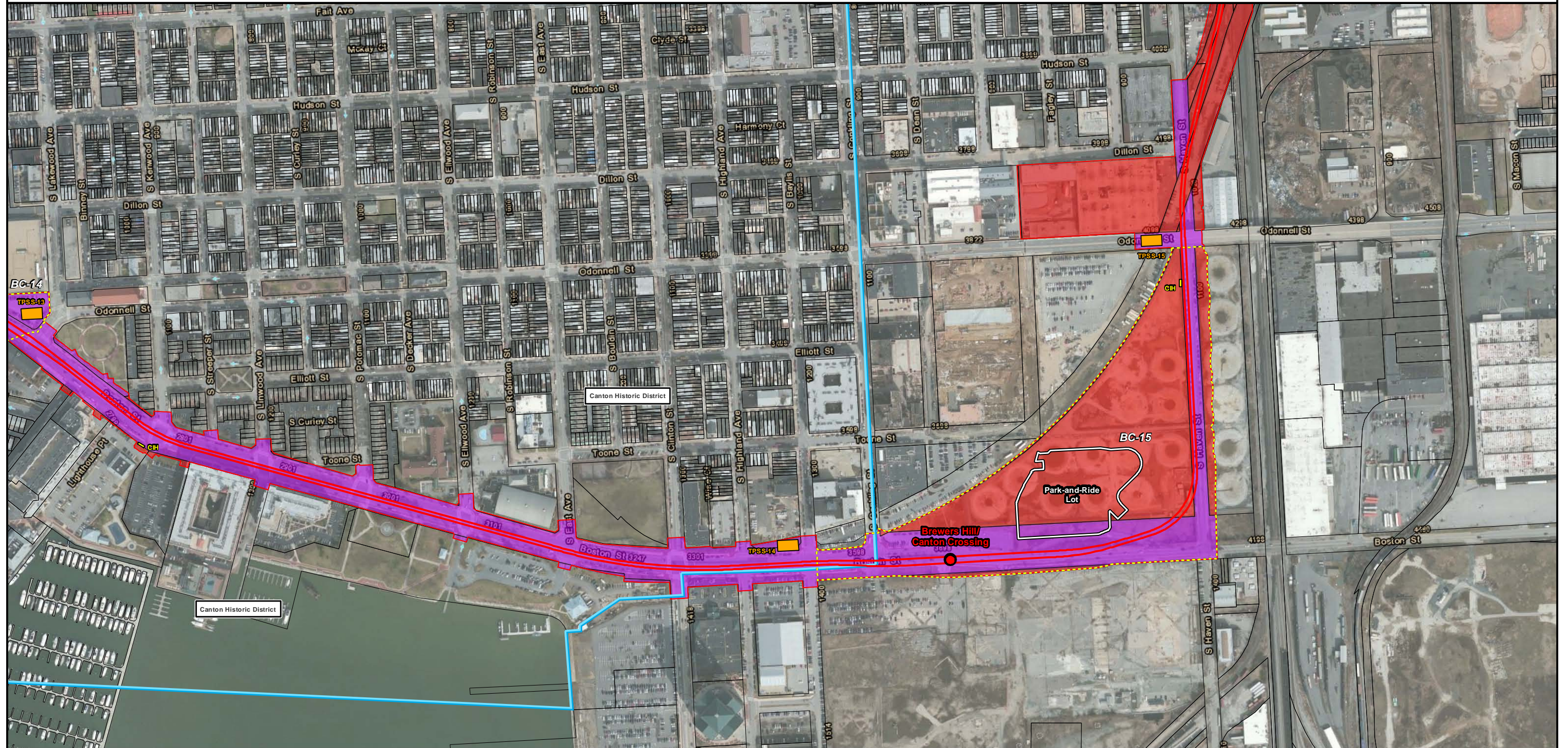
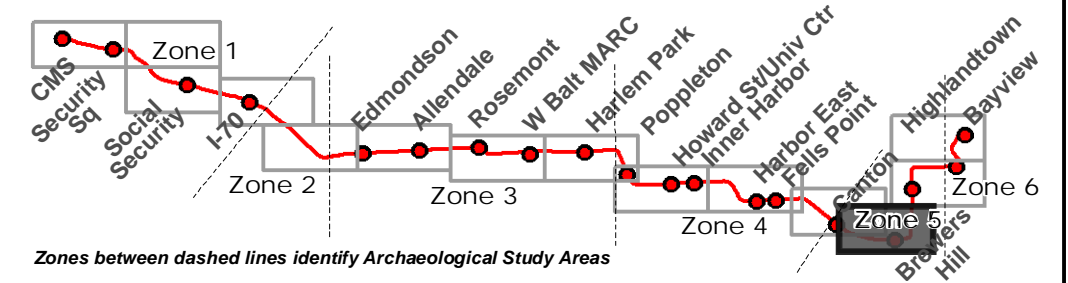
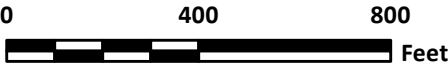
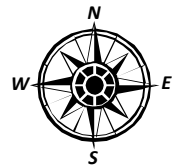


Plate Series 4 - Archeology

MTA - Red Line

Plate 13



Legend

Proposed Alignment

- At-Grade
- Aerial Structure
- Tunnel
- Proposed Stations

Limit of Disturbance

- Surface
- Underground

Existing Transit

- MARC Stations
- MARC
- Metro Stations
- Metro
- Light Rail Stations
- Light Rail

Preliminary Engineering Design

- Traction Power Sub Station
- Central Instrument House

Archeology

- Private Ownership
- Federal Ownership
- State Ownership
- City/County Ownership

- Tax Parcel
- Sensitivity_Areas_2012_09_07
- Historic District

Index Map

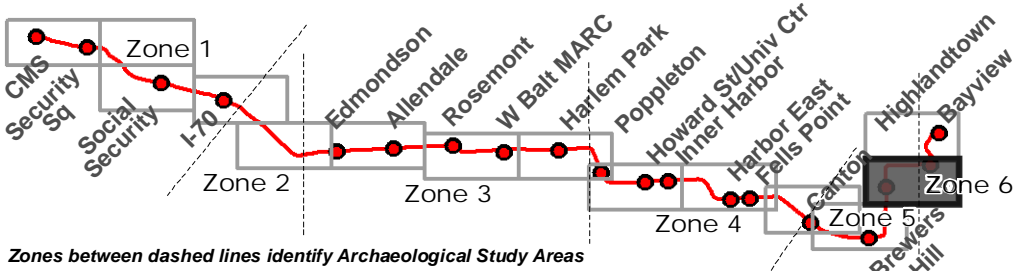
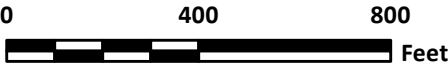
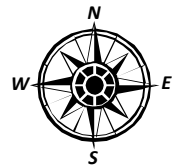


Plate Series 4 - Archeology

MTA - Red Line

Plate 14



Legend

Proposed Alignment

- At-Grade
- Aerial Structure
- Tunnel
- Proposed Stations

Limit of Disturbance

- Surface
- Underground

Existing Transit

- MARC Stations
- MARC
- Metro Stations
- Metro
- Light Rail Stations
- Light Rail

Preliminary Engineering Design

- Traction Power Sub Station
- Central Instrument House

Archeology

- Private Ownership
- Federal Ownership
- State Ownership
- City/County Ownership

- Tax Parcel
- Sensitivity_Areas_2012_09_07
- Historic District

Index Map

